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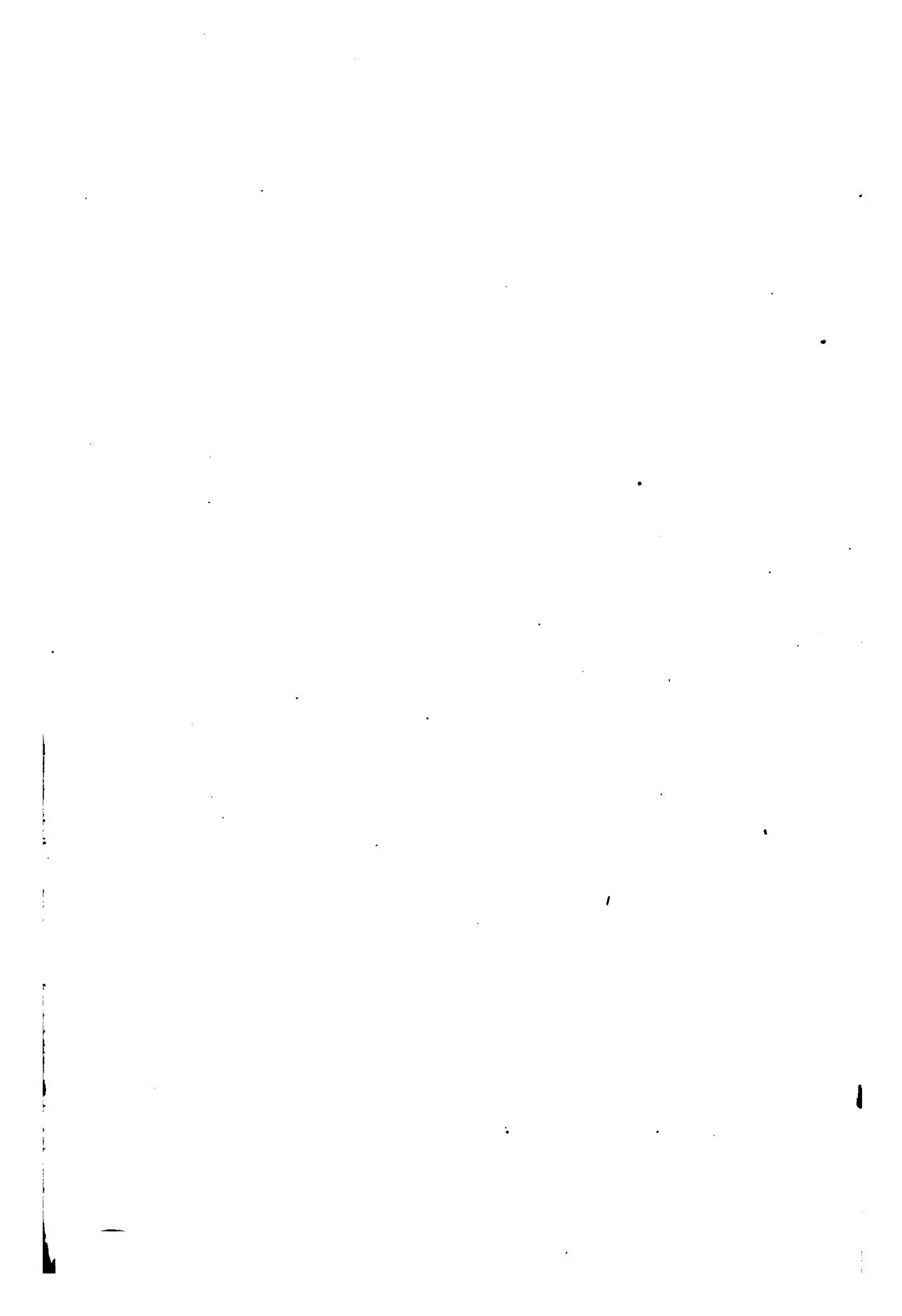
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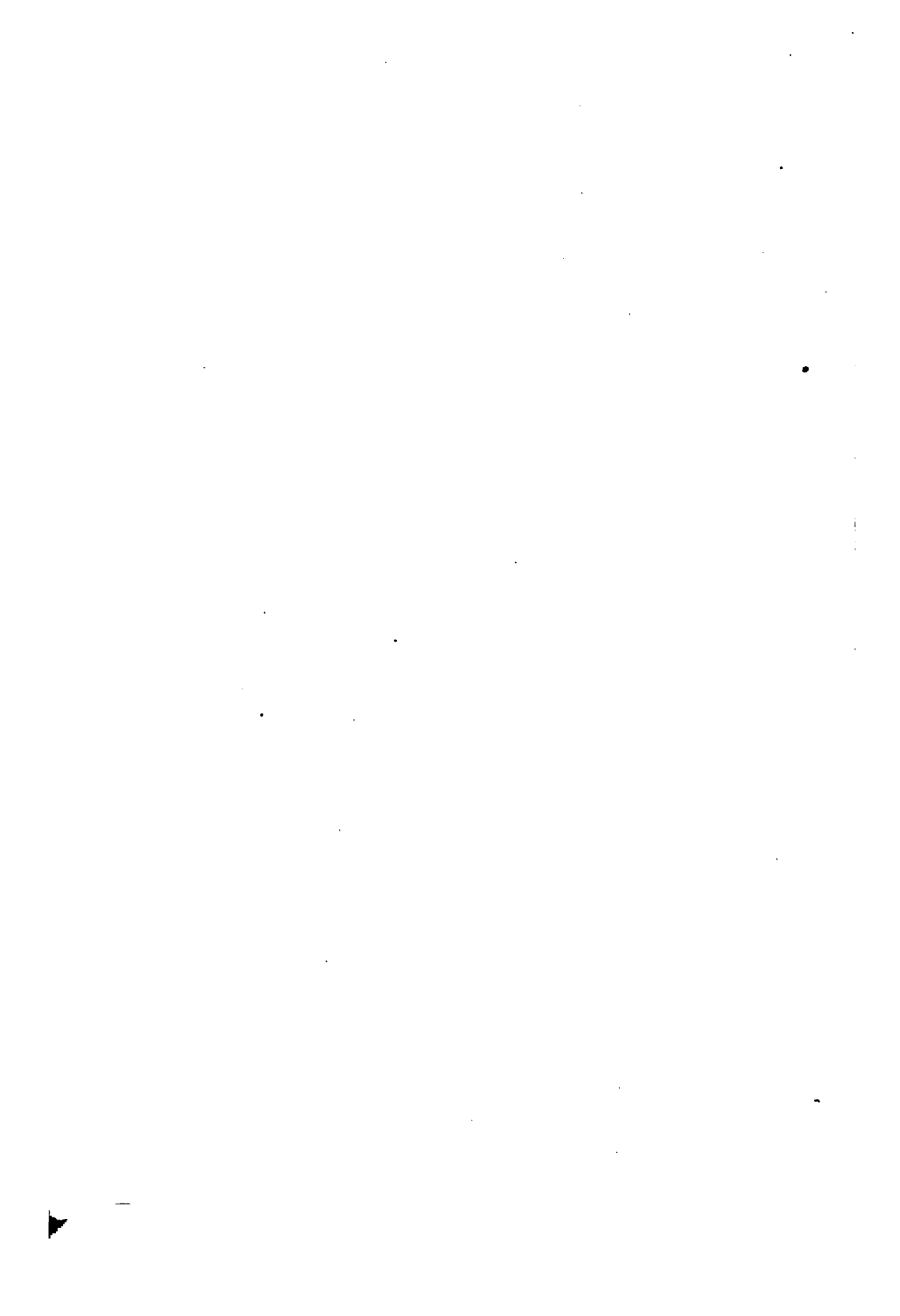


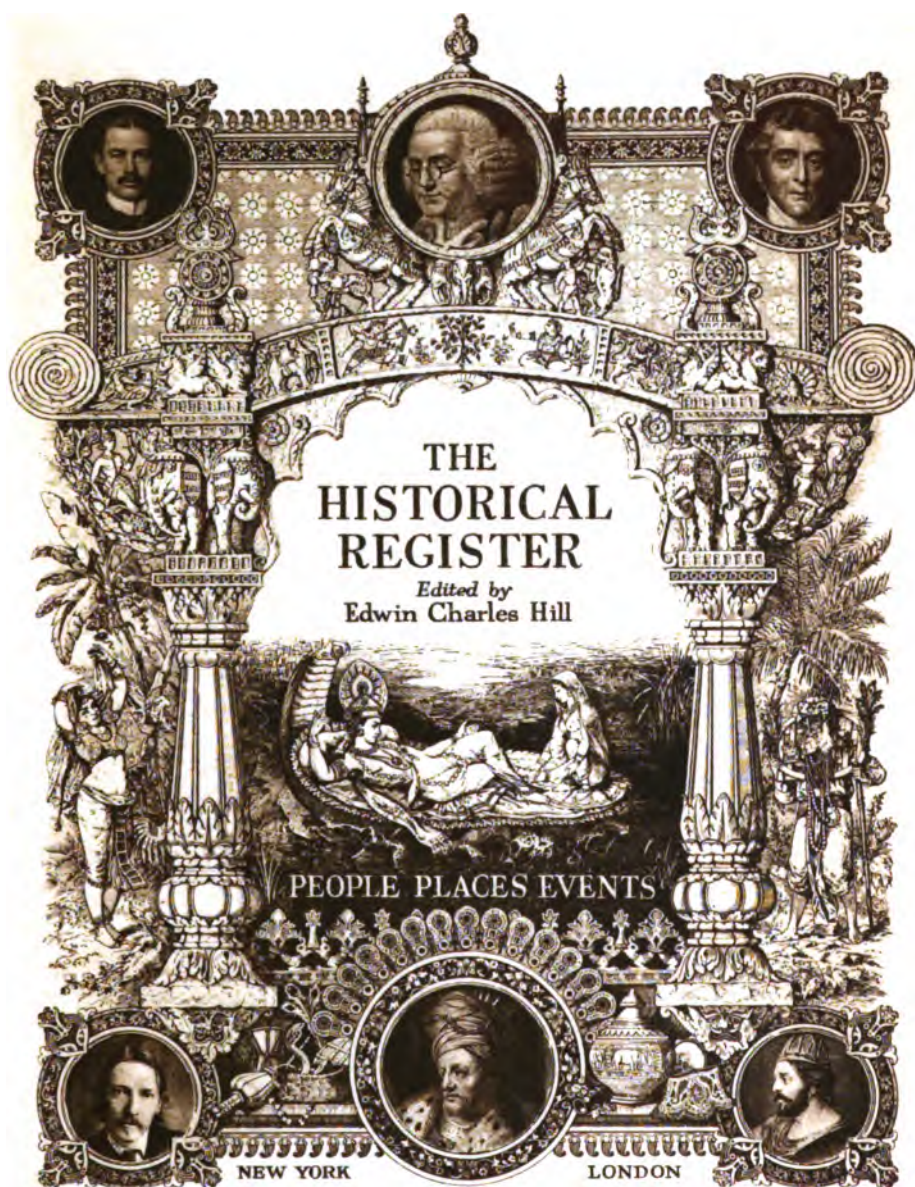














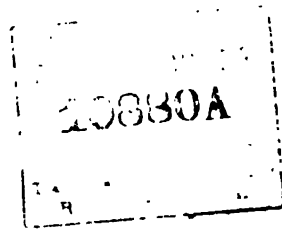
# *The* Historical Register

A RECORD OF PEOPLE  
PLACES AND EVENTS  
IN AMERICAN HISTORY

*Illustrated with Portrait Plates*

NEW YORK  
EDWIN C. HILL  
1920.

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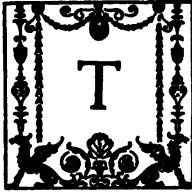


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## Foreword



THE HISTORICAL REGISTER is the first attempt to present, in a dignified and appealing form, the lives of those American citizens of our own generation, who have contributed to the making of America as a nation.

Its successive volumes have been planned to contain the relations of the deeds and enterprises of these men, while yet their memories are still fresh in our minds, and while we are still under the influence of their inspiring examples. By these tributes we shall not only acknowledge the debt we owe them, but we shall give to future generations the record of the best we produced as our contribution to their happiness and well-being.

In the truest and widest sense the history of any country is but the biographies of its leaders in enterprise and thought. For after all is said, History is life in story, and what is life in story if it be not Biography?

The story of the founding of our great American Republic is to be read in the lives of George Washington and Benjamin Franklin. The tale of our Civil War is to be found in the life of Abraham Lincoln, as the tale of England's emancipation from kingly tyranny is to be found in the life of Oliver Cromwell. Julius Caesar created the grandeur of the Roman Empire; Napoleon the splendor of a dying feudal France. Cyrus and Alexander, Augustus and Charlemagne, Moses and Mahomet focus in themselves the triumphal marches of nations. Paul and Savonarola, Luther and Calvin, Loyola and Wesley are the people's pilots over the great oceans of thought. Always it has been the single men who have highly resolved and highly achieved, who, by the power of their creative and conquering spirits, have inspired their fellow-men to a communal realization of the finest expression of the human soul—of justice and honor and well being in freedom. For without leaders we should not know where to go, and fulfillingly. That is why it is so helpful and so







BAYARD THAYER

## Bayard Thayer



AYARD THAYER was born in Boston, Massachusetts, April 3rd, 1862; son of Nathaniel and Cornelia Van Rensselaer Thayer; grandson of the Reverend Doctor Nathaniel and Sarah Toppan Thayer; great grandson of the Reverend Ebenezer and Martha Cotton Thayer, and of the Honorable Christopher Toppan, of Hampton, Massachusetts, and a descendant of John Cotton and Richard Thayer, who came to America in 1640. Thomas and Margery Thayer came from Gloucestershire, England, and settled in Old Braintree about 1630.

His father, Nathaniel Thayer, was greatly interested in Harvard, contributing toward Thayer Commons, the dining hall before Memorial Hall, and to the Thayer Herbarium, and at his personal expense the so-called Thayer Expedition to Brazil was undertaken by Professor Agassiz, resulting in extensive and important additions to the college museum of comparative zoology. In 1870 he erected Thayer Hall at Harvard as a memorial to his father and to his brother, John Eliot Thayer. It was also largely through his munificence that the First Church (Unitarian) was built on the corner of Marlborough and Berkeley Streets, Boston, Massachusetts. He was an Overseer of Harvard, 1866-68, and a Fellow, 1868-75, receiving the honorary degree of A. M. from the college in 1866; a member of the Massachusetts Historical Society, and a Fellow of the American Academy of Arts and Sciences.

Bayard Thayer was educated in private schools and then traveled abroad for a year by way of rounding out

his education and seeing a little of the world. As a young man he was much interested in all outdoor sports, was especially devoted to horse racing, yachting, and dogs (setters and pointers.) For a number of years he led the quiet but useful life of a country squire, and spent considerable time developing his place in the country.

Mr. Thayer was an expert yachtsman. He owned three sailing yachts, the *Constellation*, *Sayonara* and *Papoose*. The *Constellation* won the golden galleon given by J. P. Morgan, in 1894, and the *Papoose* won thirty-one races.

Mr. Thayer was always very fond of travel, even as a youngster, and as he grew to manhood his avidity for it increased. To an observant and thoughtful individual, the invariable effect of travel is to teach respect for the opinions, the faith, or the worth of others, and to convince him that other civilizations than his own are worthy of consideration. At the same time he will find his love for his own institutions as strong as ever, and his admiration for his native land as warm as on the day of his departure. As Mr. Thayer once remarked, with considerable truth: "I have found good among every people, and even where there was much to condemn there was much to admire. I have never returned from a journey without an increased respect for the countries I have visited, and a greater regard for my own land."

Mr. Thayer's great hobby was pheasants. He raised two thousand English pheasants yearly on his preserves, using two hundred selected breeding hens and cocks imported each year from the best English flocks. Mr. Thayer was a generous philanthropist to his fellow sportsmen, more than five thousand pheasants were liberated from his place during a period of five years. Hunting parties were

invited during the shooting season, which begins in October and continues till December, and a succession of house parties ensued. The preserve is located in a circle of chestnuts, elms, maples and scrub pines, which gives the locality a forest primeval appearance, in the most important pheasant section of the United States.

Mr. Thayer had a real love of trees, and at the age of thirty-eight he began to plant trees on a large scale, selecting for his principal plantations white pine and hemlock, the two conifers best suited to New England. Each year these plantations were extended, and now contain several hundred thousand trees. As an object lesson for future generations of lovers and students of trees he made a pinetum, which contains representatives of every coniferous plant which can grow in Massachusetts. Mr. Thayer's pinetum occupies a picturesque position, protected by natural woods. Generous space has been allowed for the full and free development of the different trees, and no collection of conifers in the United States has such great promise of beauty and interest. This great plantation of pines will long keep green the memory of Bayard Thayer as an intelligent lover and industrious planter of trees.

In his nurseries are contained seedlings of all the new Chinese and Japanese conifers raised on his estate from seeds distributed by the Arnold Arboretum, and many of the best of Wilson's deciduous-leaved Chinese trees and shrubs. The native laurel grows naturally and in great beauty in Lancaster, and it was his intention to make the laurel the great decorative feature of his property. For further decoration of his domain he raised all the handsomest species of American and Japanese azaleas, the flowering dogwood and other handsome flowering native

trees and shrubs. The terrace garden, with its unsurpassed Japanese yews; the crab apple and lilac gardens, and the Dutch garden, with its brilliant display of tulips, were enjoyed by thousands of visitors from all parts of the country. It is doubtful if any American has displayed more good taste and imagination than Mr. Thayer, or has accomplished more for the uplift of American horticulture in so short a space of time.

He was a member of the A. D. Club and Harvard 'Varsity Club, Cambridge; the Somerset and Algonquin of Boston; the Racquet and Tennis and Union Clubs of New York City; Eastern Yacht, the Country Club, New Riding and Myopia Hunt Club in Hamilton.

He married, September 1st, 1896, Ruth Simpkins, daughter of John and Ruth Sears Simpkins, of "Mayflower" ancestry, and sister of Congressman John Simpkins, of Yarmouth. Her father was one of the founders of the Calumet and Hecla Mining Company. Mr. and Mrs. Thayer had four children: Ruth, Constance Van Rensselaer, Mabel Bayard, and Nathaniel. Mrs. Thayer is an officer of the Society of Colonial Dames.

Mr. Thayer died in Lancaster, Massachusetts, November 29th, 1916. He was a man of the noblest quality and extraordinary combination of ability, intellectual power, unforgettable originality and individuality, with a depth of humor and the highest ideals. He was an ardent sportsman and a lover of trees and flowers, with an ever-increasing interest in State and National affairs. He had the frankness and openness that goes with courage and a great capacity for friendship and warmth of heart. In his social life he was delightful, and in his home life no man was more fortunate. He enjoyed that mutual confidence, love and affection which make the marriage relation ideal.



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ELISHA DYER

## Elisha Dyer



LISHA DYER was born in Providence, Rhode Island, October 23rd, 1862; son of General Elisha Dyer and Nancy Anthony Viall Dyer.

The progenitor of the family in America, William Dyer, was a Freeman of Boston in 1635, and one of the company of seventeen persons who, in 1638, purchased from the Narragansett Indians the territory that afterwards became the Colony of Rhode Island. At the first general court of elections held at Newport, in 1640, he was chosen Secretary of the Colony. Seven years later he was recorder of the General Assembly, and in the contest between the Dutch of New Amsterdam and the New Englanders, was in command of a privateer. His wife, Mary Dyer, was one of the religious martyrs of New England. She became a follower of Ann Hutchinson, and was among those who were ordered to depart from Massachusetts in 1659. Subsequently returning to the Colony, she was imprisoned as a Quaker and finally executed upon Boston Common.

John Dyer, a grandson of William and Mary Dyer, married Freelove Williams, a great-granddaughter of Roger Williams. Their grandson, Elisha Dyer, married Frances Jones, a descendant of Gabriel Vernon, of an ancient Huguenot family from La Rochelle, France. Their son, Elisha Dyer, was Adjutant-General of Rhode Island for five successive terms, and in 1857 was elected Governor of the State. He was re-elected in 1858, but declined to accept the second term.

General Elisha Dyer, son of the Honorable Elisha

Dyer, was born in Providence in 1839. During the Civil War he served in the Rhode Island Light Artillery as Lieutenant, and was wounded and promoted to Major. In 1863 Governor James Y. Smith appointed him on his military staff with the rank of Colonel, and after the war he commanded the artillery of the State of Rhode Island. In 1877 he was elected to the State Senate, and in 1881 was a member of the General Assembly, and in 1896 he was elected Governor of the State.

Elisha Dyer was educated in St. Paul's School, Concord, New Hampshire, and was graduated from Brown University in 1883, the third of that name to graduate at the University. He studied law at the Columbia Law School, where he received the degree of Bachelor of Laws in 1885. Admitted to the Bar in Rhode Island, he practised law only a short time.

Afterward Mr. Dyer engaged in the banking business, and was associated with the firms of Ulman & Company and Cutting & Company. He was for many years president and director of the Hopp Compressed Air and Electric Power Company, and a director of the Sea Side and Brooklyn Bridge Elevated Railway Company. He was a member of the Newport Reading Room, the Newport Country Club, the Union Club, the Sleepy Hollow Country Club, the Brook, the Knickerbocker Club, the Turf and Field Club, the Casino Club, the New York Yacht Club, the Automobile Club of America and the Manhattan Club.


Mr. Dyer was a skilful yachtsman, and was not only regarded as the best dancer in Newport society, but was an expert in the choice of favors for social functions. Despite his popularity in society, Mr. Dyer was extremely democratic, and interested himself in private charities. Newsboys and civil service employees were his friends,

and he was known to have aided many youths in their chosen careers.

He married, in 1891, Sidney Turner, daughter of William Fontelroy and Sidney Patterson Turner, of Baltimore, Maryland, a descendant of Sir Edward Turner, who came to America in 1614 and settled near Charleston, West Virginia. Her grandfather was a brother of Madame Jerome Bonaparte.

Mr. Dyer died June 2nd, 1917. He was pre-eminent-ly a high-minded, loyal citizen, possessed of clear vision and those humane and kindly qualities which endeared him to all who came in contact with him.

## William Emerson Barrett

ILLIAM EMERSON BARRETT was born in Melrose, Massachusetts, December 29th, 1858; son of Augustus and Sarah (Emerson) Barrett. He was a direct descendant of Baret, a Norman knight, who came to England in 1066, as may be seen in the Roll of Battle Abbey. The first ancestor in America was James Barrett, who came to this country in 1643, landed at Charlestown, and later settled at Malden, Massachusetts. James Barrett, 2nd, was in a troop of horse in King Philip's War. Jonathan Barrett was a deacon at Malden, a selectman and moderator of the town meetings, and Josef Barrett, Jr., was in the Lexington Alarm, in 1775.

Mr. Barrett, on his maternal side, was descended from Thomas Emerson, who came over from England in the ship "Elizabeth Ann," and located at Ipswich, Massachusetts, in 1638.

William Emerson Barrett was educated at Melrose, Claremont, New Hampshire, and was graduated from Dartmouth College with the A. B. degree in 1880. After leaving college he began the study of law in the office of R. M. Morse at Boston, but was drawn into the more congenial vocation of newspaper work. He was for two years with the "Messenger," at St. Albans, Vermont, and then became connected with the "Boston Daily Advertiser." Within a few months he was appointed Washington correspondent of the paper, and made such a remarkable record that he was recalled to Boston to become managing editor. He was one of the founders of the "Evening Record," an



*W. E. Barrett*





afternoon edition of the "Daily Advertiser," and, in 1886, he became the managing editor of both papers. In 1888 he organized the Advertisers' Newspaper Company, which took over both publications. The "Evening Record" was the first successful one-cent newspaper published in Boston.

While in Washington he was clerk of the committee to investigate the Southern outrages; his journalistic ability and tact assisted very materially in analyzing the facts, and the success of the work was largely due to his efforts.

In 1887 he was elected to the Lower House of the Massachusetts Legislature and served for six years with distinguished ability. For five years he was Speaker of the House. He declined a seventh term in the Legislature, and was elected, in 1894, to the United States Congress from the Seventh District. In 1896 he was re-elected, receiving the largest majority ever given a candidate in that district.

He served in the National House with eminent aptitude, his most outstanding service to his constituents being the securing of appropriations for vast improvements in Boston Harbor and the dry dock at the Navy Yard. He was one of the leading debaters and was frequently mentioned as the probable successor of Thomas B. Reed as Speaker of the House. He declined the nomination for a third term to devote his energies to his newspapers and to the many enterprises in which he had become engaged. He was actively interested in banking, manufacturing and railroad development.

He was a member of the Algonquin and University Clubs, and numerous other clubs and fraternal societies.

He married, December 28th, 1887, Annie Louise, daughter of Herbert and Alice Lucy Sulloway Bailey, of Claremont, New Hampshire. Mr. and Mrs. Barrett had four children: Florence, William Emerson, Ruth, wife of

**Edwin Allen Walten, of Baltimore, Maryland; and Constance Barrett.**

Mr. Barrett died February 12th, 1906. His career was a record of extraordinary achievement in large enterprises. Proprietor of two important daily newspapers, founder of one of them, and the originator of undertakings in the fields of finance and industry that marked him as a man of advanced ideas, he made for himself a commanding position in the vanguard of banking and journalism. In the legislative halls his public services were of the most distinguished character and won for him a high place in his party and in the nation. He was an ardent yachtsman, and an admirer of all forms of wholesome outdoor sports. He was one of the most progressive men of his time.





*Edmund Holtzworth.*

## Edward Holbrook



**EDWARD HOLBROOK** was born in Bellingham, Massachusetts, June 7th, 1849; son of Eliab and Julia F. (Morse) Holbrook. He was educated in his native town, and at the age of seventeen started in the silverware and jewelry business. His first position was with the house of Bigelow Brothers & Kennard, the largest retail jewelers in Boston. Here he learned both the jewelry and silver trade, and, four years later, in 1870, he accepted a sales position with the Gorham Company. He entered upon his duties full heartedly and his inherent business and executive ability soon lifted him out of his position of salesman and made him a great factor in the development of the business.

He traveled for his employers for a few years, becoming personally acquainted with the leading firms in the jewelry and silver trade throughout the country. It is said that he obtained his first great advantage as a result of able salesmanship in selling the silverware for the old Palace Hotel in San Francisco when the original hotel first opened. It was considered a great event in those days of the silverware business. His business associates of later years do not hesitate to say that, had it not been for him, the Gorham Company would not have advanced to its present position of prominence in the silver manufacturing trade. Later he succeeded Caleb Cushing Adams as the manager of the New York branch of the concern; in 1888 he was elected treasurer, and in 1894 succeeded William H. Crins as president of the corporation, retaining that office until his death. His only other predecessor in this office was John Gorham.

As the business of the Gorham Manufacturing Company grew, the capital was increased from time to time, and Mr. Holbrook later organized the Silversmiths Company, which bought out, one by one, many of the leading concerns of the country, including the Whiting Manufacturing Company, the William B. Durgin Company, Goodnow & Jenks, the William B. Kerr Company, the Mauser Manufacturing Company, and others, Mr. Holbrook remaining throughout the dominating influence in all this work. This organization has resulted in stabilizing the silverware manufacturing business all over the country.

Mr. Holbrook's interest along the artistic side of the work of the Gorham Manufacturing Company was so great that, in 1905, the members of the designing department presented him a most beautifully illuminated set of resolutions in honor of his devotion to the silversmiths' art in general, his lifelong appreciation and love for the beautiful in silverware, and the encouragement they had received at his hands. The Gorham Manufacturing Company's building in Fifth Avenue, New York, is really a monument to Edward Holbrook. His genius determined the site and selected the architect, and he was interested and very active all through the building of the establishment, and practically directed every detail of the construction.

The Gorham Manufacturing Company was always a prominent representative at the World's Fairs. During Mr. Holbrook's administration these exhibits have been enlarged and intensified, so that they easily have been the most elaborate and beautiful in the silversmiths department. The Gorham Manufacturing Company exhibited at the Centennial Exposition in Philadelphia in 1876 for the first time, receiving a gold medal and other awards.

In 1889 exhibited in Paris; in 1893 at Chicago; Paris, in 1900, and at various other expositions, notably Buffalo, Charleston, St. Louis, Alaska-Yukon, and the Panama-Pacific.

The Gorham Manufacturing Company won the Grand Prize at the Panama Pacific International Exposition at San Francisco. At the Paris Exposition in 1900, the French Government bestowed upon Mr. Holbrook the decoration of the Legion of Honor in token of his distinguished services to the cause of Art.

At the outbreak of the World War Mr. Holbrook's sympathies were with the Allies, and under his leadership and direction the Gorham Manufacturing Company became interested in war work in 1915, starting with a small contract for the Government of Servia, and following this by building a plant for the manufacture of brass cases for the French 75 MM. gun. This plant was developed to manufacture, in addition, Russian and Swiss cases. When America entered the war the facilities of this plant were turned over to the United States Government to manufacture the 3-inch Navy Landing gun case, the 3-inch Army Field gun case, and upon the adoption by the United States Army of the 75 MM. gun the plant was pushed to the limits of production for the French 75 MM. cases. In addition, under the impetus of the United States entering the war, Mr. Holbrook directed the purchase of another plant in Providence for the manufacture of the 4-inch 50-calibre Navy gun case and the Stokes 3-inch French mortar bombs. Moreover, property was acquired in East Providence, R. I., for the manufacture and loading of hand grenades, loading of the Stokes bombs, and a large part of the silver plant was turned into the manufacture of munitions of war. The patriotic spirit of Mr. Holbrook

inspired him to take active participation in these extensive preparations, and the additional duties and responsibilities connected therewith were in a large measure responsible for his death.

Mr. Holbrook was the first and only president of the Silversmiths Company, and was a director of all its subsidiaries. He was a director of the American Brass Company, the Hanover National Bank, of New York, the Massachusetts Mutual Life Insurance Company, Spaulding & Company, of Chicago; president and director of the Maiden Lane Realty Company; director of the Rhode Island Hospital Trust Company, the General Fire Extinguisher Company, the Beau-Site Company and the Bowman Hotel Corporation of New York. He was also a trustee of the Garfield Safe Deposit Company. He was a member of the Union and Union League Clubs of New York, the Hope Club, of Providence; the New England Society of New York, and the Metropolitan Museum of Art.

He married, February 18th, 1874, Frances, daughter of John J. and Mary A. Swift, of Boston, and had two children: John Swift Holbrook, a skilled landscape architect, and now president of the Gorham Manufacturing Company, and Madame Guillaume de Balincourt, of Paris, France.

Mr. Holbrook died May 19th, 1919. His was a life of lofty aspiration and noble purpose, full of well directed energy and splendid achievement. He was a man of large vision, which took in great plans, and there was nothing too vast for him to grasp and undertake to perform. His commanding presence and intellectual grasp of details necessary for the promotion of great business enterprises



gained the attention and won the esteem of men of prominence and influence everywhere.

He had the happy faculty of making friends among men of all classes wherever he went. His ready comradeship made him popular with those in his employ. He was generous, liberal minded, and his sympathetic heart found interest in every movement for the good of humanity. The call of the public and charitable enterprises never found him lacking in response. He was dignified, without suggestion of pride or ostentation; his many sterling qualities of mind and heart will ever remain an abiding inspiration.

## Cyrus Jay Lawrence



YRUS JAY LAWRENCE was born in Salem, New York, in 1832; son of Joel and Hannah Bouton Lawrence. He was educated in his native town, and at the age of seventeen he came to New York City. In 1854 he established himself in a mercantile business, and in 1864 became a banker, later entering into partnership with his two sons. He was one of the oldest, most conservative, and most respected members of the Stock Exchange, of the Board of Governors, of which he was for some years a member. He was active in the directorate of the Wabash and of the Toledo, Ann Arbor and Michigan systems, to the sound reorganization of which he contributed important service. His last considerable business interest was with the Bush Terminal Company, of which he was vice-president. Throughout his business career he was recognized as able, upright, and sagacious, with a rare combination of courage and energy, with sound judgment and inflexible integrity.

In middle life he developed the taste and gift for æsthetic appreciation, which became more marked with experience until it attained an unusual degree of certainty and refinement. During the years 1872 to 1876, which he spent abroad, he became intensely interested in the work of the sculptor, A. L. Barye, and from that time he collected examples of that artist's beautiful productions until his possessions were second to none, with the possible exception of the Walters' collection in Baltimore. It was through the active efforts of Mr. Lawrence that the American fund was raised to supplement that contributed

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CYRUS JAY LAWRENCE



in France for the erection of the memorial to Barye now standing in the little circle of green at the north end of the Isle St. Louis. At this time, also, Mr. Lawrence formed his liking for the impressionist painters of France, and began the collection of works by Monet, Degas, Sisley, Boudin and Raffaelli, which embraced some of the best examples of these artists. In quite a different direction, he was attracted by the work, lithographic and in oils and water colors, of Honore Daumier, and of these, also, he had an excellent variety. The single artist, however, most and best represented in his collection was Miss Mary Cassatt, whose noteworthy development he followed with admiration and sympathy from the first. To these varied treasures he added a choice collection of Chinese porcelains and Phoenician glass. His interest in art affairs was generous in many directions, and was based on independent judgment and intelligent study, the more remarkable since he had not enjoyed the advantages of a liberal education. He was a member of the Metropolitan Museum of Art, American Museum of Natural History, American Archaeological Society, the Municipal Art Leagues of New York and Baltimore, and the Union League and Grolier Clubs of New York.

The character of Mr. Lawrence was as winning as it was admirable. He was the soul of kindness, despite his great firmness; in social intercourse he had the gifts of quaint humor, quick sympathy and an abounding interest in everything human.

He married Emily Amelia Hoe, granddaughter of Richard M. Hoe, the famous inventor of the Hoe printing press, and had five children: Richard Hoe Lawrence, Henry Corbin Lawrence, Mrs. Ralph Oakley, Mrs. W. Scott Day, and Mrs. Albert Webster.

Mr. Lawrence died January 9th, 1908.

## Henry Corbin Lawrence



**H**ENRY CORBIN LAWRENCE was born in New York City, June 13th, 1859; son of Cyrus Jay and Emily Amelia Hoe Lawrence, a descendant of a New York family notable for its numbers, activity, influence and achievement. Its name has been written upon the annals of New York, Connecticut, New Jersey, Rhode Island, and Massachusetts. It has a long and distinguished pedigree, the first of the race having been Robert, a daring and doughty Crusader, who accompanied Richard the Lion-Hearted to the Holy Land. Here by his desperate courage at the beleaguerment of St. John D'Acre in 1191, where he was the first to plant the banner of the Cross on the battlements of the city, he won the love of his reckless monarch, who made him Sir Robert Lawrence of Ashton Hall, Lancashire, England. From this time the family records are quite complete.

In the Thirteenth Century there was at least one union between the Lawrence and Washington families, when Sir James Lawrence wedded Matilda Washington, sister of the direct ancestor of the first President of the Republic. The Lawrences have been remarkable for their energy and industry. Few families can begin to compare with them either in regard to these qualities or what is equally important so far as state is concerned. The records of the Register's and County Clerk's offices, the Civil list of the United States, the triennial catalogues of Columbia, Harvard, Yale, and other institutions of learning, the Red Book of New York State, the records of the exchanges and "The Old Merchants of New York" fairly bristle with the name.



*Henry C. Lawrence*





On account of their numbers, their connections by marriage would fill a volume.

Mr. Lawrence was educated in France. Returning to New York in 1877, he entered the employment of his father's firm, Lawrence Brothers & Company, bankers and brokers, which had been formed by his father and uncle in 1864.

In 1888 Mr. Lawrence became a partner with his father and brother in the firm of Cyrus J. Lawrence & Sons, where he remained until his death. He was a member of the New York Stock Exchange, and since 1890 had been a member of the Board of Governors.

A collector and student of Gothic art in this country and Europe, his home contained one of the choicest collections of early painted glass, tapestries and wood carvings in America. His opinion on matters connected with periods to which he had devoted special study was eagerly sought by artists and students of art.

Mr. Lawrence was a member of the Century Association, being a member of the Committee of Admissions; the National Art Club and the City Club. He was also a member of the Municipal Art Commission of the City of New York, to the work of which he had devoted a great deal of time and attention.

He married, in 1882, Lucy Ryerson, daughter of William Tunis and Julia Newton Ryerson, a descendant of Martin Ryerson, who came to America in 1646, and Annetje Rapelje, daughter of Joris Jansen de Rapelje, who came from Rochelle, France, in the ship "New Netherlands," the first ship sent out by the West India Company. Sarah Rapelje was the first white child born in the colony, at Fort Orange, June 9th, 1625. This circumstance identifies the family with the very foundation of Christian civilization in America.

Mr. and Mrs. Lawrence had two children: Mrs. Gladys Lawrence Hubbard and Mrs. Lucy Lawrence Hutchinson.

Mr. Lawrence died September 15th, 1919. His circle of acquaintances was large. His ideals and examples were thoroughly consistent, and his character, honesty and strength of mind will ever remain an inspiration to those who were affiliated with him. The devotion he displayed in his family life was exemplified in his commercial life and endeared him to all who came in contact with him.





*E. M. Hoeden*

## Edwin Babcock Holden



**EDWIN BABCOCK HOLDEN** was born at Syracuse, New York, November 19th, 1861; son of Edwin Ruthven and Emeline Theodosia Foreman Holden. The first of the family in this country was Richard Holden, who came from Ipswich, England, in 1634, and settled at Watertown, Massachusetts. He married Martha Fosdick. His great-grandson, Richard Holden, born at Groton, Massachusetts, in 1734, and later removed to Charlestown, New Hampshire, was a Revolutionary soldier and died on board the British prison ship while anchored in the North River.

His maternal ancestor, William Foreman, arrived in Maryland in 1675. He became a planter and settled in St. Margaret-Westminster Parish, in Anne Arundel County, Maryland.

Edwin B. Holden was educated at Charlier Institute, and was graduated with high honors from Columbia University. After leaving college he was associated with Meeker & Company, coal merchants, and later on formed the firm of William Horre & Company, wholesale and retail coal dealers.

Mr. Holden occupied a prominent position among American bibliophiles. His collection of books, in fine bindings, first editions of early English and American authors, historical pamphlets, and Americana was the library of a real book lover and discriminating collector. His collection of rare prints, and the portraits of Washington and Franklin, and old Revolutionary engravings was considered, at the time, one of the finest in existence.

Mr. Holden was one of the oldest members of the

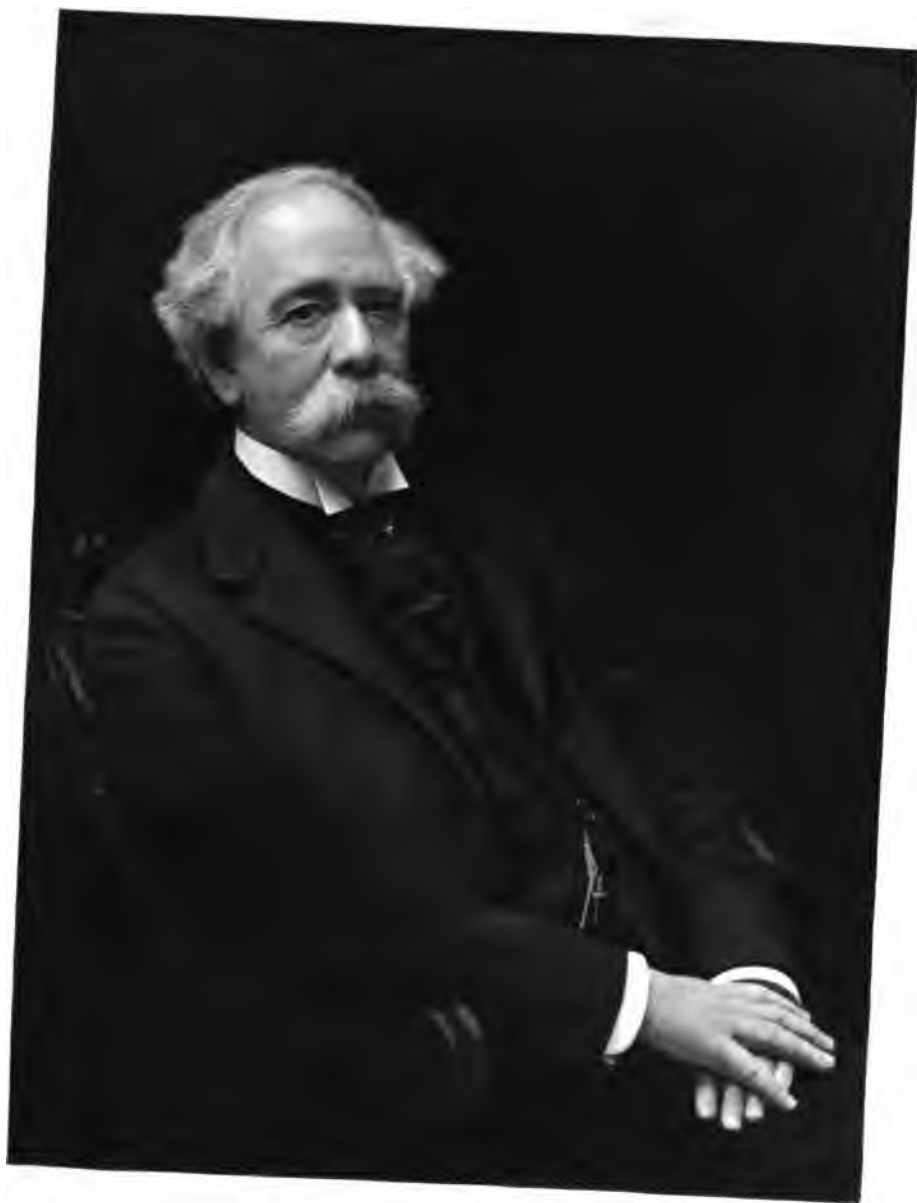
Grolier Club, and at one time its president. He assisted in the making of its catalogues, and it was largely through his efforts in assisting in the preparation of the many notable exhibitions of books, manuscripts, prints, etcetera, which have made this unique and highly interesting organization famous among the book collectors of the world. Mr. Holden was not only a great collector, but he was in its truest sense a savior of history. He was active in the Society of Iconophiles, the object of which was the preservation, by engraving, of the historic buildings of New York City. Mr. Holden rendered financial assistance to many struggling young artists.

He was a member of the University, Century and Players' Clubs, the Metropolitan Museum of Art, the Museum of Natural History, the New York Historical Society and the Genealogical and Biographical Society. The "Club Bindery," noted for its artistic productions, was founded by Mr. Robert Hoe and Mr. Holden.

Mr. Holden married, April 17th, 1889, Alice Cort, daughter of Nicholas Leonard and Amanda Hall Peckham Cort, of New York City, a descendant of John Peckham, who married Mary Clark and settled in Rhode Island. Mr. and Mrs. Holden had four children: Arthur Cort Holden, who married Miriam Young, of Boston, and have two children: Edwin Arthur and Jane Holden; Marian Holden, Raymond Peckham Holden, who married Grace Ansley Badger, of Cambridge, Massachusetts, and have one son: Richard Cort Holden; and Frances Holden.

Mr. Holden died June 8th, 1906. He was a genuine book-lover, free from mercenary or speculative motives. His whole career was one of steady devotion to the diffusion of knowledge. He was interested in all movements for the educational and moral advancement of the community; a true gentleman.





J. S. McLoughlin



## John Griffith McCullough



JOHN GRIFFITH McCULLOUGH was born at Newark, Del., September 16th, 1835; son of Alexander and Rebecca (Griffith) McCullough; of Scotch-Irish descent on his father's side, and on his mother's side from Rhydercks, Morgan and Rhys of Wales, the latter of whom fought as an officer in Cromwell's army. He was graduated with honors at Delaware College in his twentieth year, and entered the law office of St. George Tucker Campbell, of Philadelphia, at the same time attending the law school of the University of Pennsylvania, receiving the degree of LL.B. in 1858. He entered upon the practice of his profession, but a pulmonary attack necessitated a radical change of climate, and he at once sailed for California. He was admitted to the Bar of the Supreme Court of California, and opened an office at Mariposa. California was at that time passing through her trying pioneer period. McCullough at once obtained marked professional success, and was soon swept by force of circumstances into the thickest of the fight for the preservation of the Autonomy of the Union.

The flood of population from the Eastern states was composed of bitter and conflicting elements; Secessionists from the South and Unionists from New England lived in close proximity, and feuds were constantly engendering riots. At this crisis General E. V. Sumner arrived on the scene, and by a brilliant coup d'etat superseded General Albert Sidney Johnston in command of Fort Alcatraz, thereby frustrating the scheme of the Southern sympathizers to separate California from the Union.

Young McCullough, whose delicate health prevented camp service, set about to show his loyalty for the Union by a series of speeches, which immediately commanded the admiration and confidence of the Union element. He was soon sent to the Legislature, and in the following year, 1862, was returned to the State Senate, and in 1863, notwithstanding his youth, elected Attorney-General of the State. After four years of service in this trying position, in 1867, he was re-nominated by his party, but failed of an election. His unusually successful official career having been brought to a close, he devoted the next five years to a highly remunerative legal practice in San Francisco. He next visited the Eastern states, and after a trip to Europe, finally, in 1873, settled in southern Vermont, where his talents and energy were now turned into a new channel. He did not resume the general practice of law, but devoted his abilities to commercial, financial, and railroad interests, with which he became prominently identified. During 1873-83 he was vice-president and general manager of the Panama Railway, of which his father-in-law, Trenor W. Park, was president, and after the latter's death in 1882, at the earnest desire of M. de Lesseps, he assumed the presidency. He was an important factor and leading spirit in the reorganization of the Erie railroad after the depressions of 1884 and 1893. He was chairman of its executive committee in 1888, and was one of its two receivers after 1893, a trust administered with such fidelity and skill that in less than four years the property was delivered in improved condition, with no floating debt and accompanied with cash securities of more than \$8,000,000. He was also president of the Bennington & Rutland Railway during 1883-1900, during which his administration of the road's affairs was just and liberal to its patrons and employees. In 1890, he was elected the first

president of the Chicago & Erie Railroad, a position he held for ten years.

He represented Vermont as one of the delegates to the Republican National Conventions of 1880, 1888 and 1900, being chairman of the delegation in the latter year. In 1898 he was elected State Senator from Bennington County, serving as president pro tem. of the Senate. In 1902 he was elected Governor of the State of Vermont, succeeding Governor William W. Stickney, and he administered for two years the affairs of the state with wisdom, tact, and unusual executive ability, winning the admiration of not only those of his own political faith but of every man who had the good fortune to come in contact with him. During his administration, Vermont reversed her position on the liquor question, from prohibition (which had been the law for fifty years) to high license and local option.

Governor McCullough was president of the First National Bank of North Bennington, and a director of the Bank of New York, the Fidelity and Casualty Co., the National Life Insurance Co. of Vermont, the American Trading Co. of New York, the Hudson & Manhattan Railroad Co., the Central Vermont Railroad Co., the Atchison, Topeka & Santa Fe' Railroad Co., the Erie Railway Co., and the Lackawanna Steel Co. He received the degree of LL. D. from Middlebury College in 1900, the University of Vermont in 1904, and Norwich University in 1905.

Governor McCullough married, August 30th, 1871, Eliza Hall, eldest daughter of Trenor W. Park, a distinguished lawyer of San Francisco and Bennington, Vt., and had four children: Hall Park McCullough, Elizabeth Laura, Ella Sarah and Esther Morgan McCullough. Governor McCullough died May 29th, 1915.

## Francis Whiting Halsey



**F**RANCIS WHITING HALSEY was born in Unadilla, New York, October 15th, 1851; son of Dr. Gaius Leonard Halsey, a prominent physician and a surgeon of the Civil War, and Juliet Carrington Halsey. He was a descendant of the Pilgrim, Thomas Halsey, one of the founders of Southampton, Long Island. His great-great-grandfather, Matthew, and his great-grandfather Matthew Jr., were both soldiers of the Revolutionary War, the latter serving with distinction under General Israel Putnam.

Francis W. Halsey was prepared for college in his native town and was graduated from Cornell University in 1873. Shortly after his graduation he became a member of the editorial staff of the Binghamton Times. He remained there two years and then obtained a position on the New York Tribune, where he prepared obituaries of famous men, wrote letters from the World's Fair in Paris, and contributed book reviews and news articles to the literary department. In 1880 he became a member of the staff of the New York Times, and for the next twenty-two years he was continuously connected with that paper. He was for several years foreign editor and writer of book reviews and was later made literary editor, succeeding Charles de Kay, whom President Cleveland appointed Consul-General to Berlin.

The Times Review of Books was established by Mr. Halsey in 1896 and remained under his editorship until June, 1902, when he became literary advisor to D. Appleton & Co. In 1905 he was attached to the firm of Funk



*Francis W. Halsey.*



& Wagnalls in a similar capacity, but with a larger field for editorial work and authorship. And here he died in harness, at work on a voluminous history of the Great War. He was a modest, yet powerful, influence with the *Times Review of Books* in guiding the writing and publication of books during one of the most turbulent and prolific periods of American authorship. As for the rest, his inspiring notes, although never very loud, were the thoughtful products of a thoughtful man. He had the gift of being wholesome without being prudish, well-read without being priggish. He loved his friends as he did the best books, and his love for both endured.

Mr. Halsey was well known as a lecturer, having lectured before New York and New Jersey historical societies, before students of Columbia and Princeton Universities, on the Chautauqua platform and before many other bodies. The same rational characteristics which marked his editorship of the *Times Review of Books* were present in his work outside, and nearly every achievement, both journalistic and literary, can be traced to the formative influence of his boyhood reading.

He was the author of a number of books, of which the first, "Two Months Abroad," appeared in 1878. In 1895 he wrote an extended introduction for a volume of family history entitled "Thomas Halsey of Hertfordshire, England and Southampton, Long Island, with His American Descendants." He later wrote "The Old New York Frontier," which was an account of the early history of the headwaters of the Susquehanna River from Otsego Lake to the Pennsylvania line. Other works included "Our Literary Deluge," "The Pioneers of Unadilla Village," an historical and biographical introduction and footnotes to Mrs. Rowison's "Charlotte Temple," and an

historical introduction with footnotes to Richard Smith's "Tour of Four Great Rivers."

As editor, Mr. Halsey's works included "American Authors and Their Homes," "Authors of Our Day in Their Homes," "Women Authors of Our Day in Their Homes," "Of the Making of a Book," "Great Epochs in American History Described by Famous Writers," "Seeing Europe with Famous Authors," "Balfour, Viviani and Joffre, Their Speeches in America." He was associated with William Jennings Bryan in editing, in 1906, "The World's Famous Orations," and in 1907 he was associated with Senator Henry Cabot Lodge in editing "The Best of the World's Classics," in ten volumes. In 1912 he wrote the introduction and bibliographies for Pryde's "What Books to Read and How to Read Them."

He was a trustee of the New York State Historical Association and of the American Scenic and Historic Preservation Society and a member of the American Historical Association, New York State Library Association, Century, Authors, National Arts and Cornell University Clubs, being president of the latter in 1882.

He married, December 18th, 1883, Virginia Isabel, daughter of Alexander S. and Sarah Kingsland Forbes, of New York. In 1900, after her death, he wrote a memoir of his wife under the title of her maiden name, "Virginia Isabel Forbes." Mr. Halsey died November 24th, 1919.

He was an extensive traveler and a writer of great charm and versatility. Of his mental qualities should be mentioned a marvelous memory which, combined with his grasp of fundamentals, with his capacity for generalization and with his tireless industry, made possible his achievements. At once a man of gracious manner, of distinguished presence and a democrat, he was at ease in all places and under all circumstances,—in short, a gentleman.








*W. V. S. Shorne*

## William V. S. Thorne

ILLIAM V. S. THORNE was born in Millbrook, New York, March 22nd, 1865; son of Samuel and Phoebe Van Schoonhoven Thorne. He was descended from William Thorne, who came from Dorsetshire, England, and was made a freeman at Lynn, Massachusetts, May 2nd, 1638. His father was president of the Pennsylvania Coal Company for many years, and his grandfather, Jonathan Thorne, was one of the chief developers of the coal and leather industries in this country.

He was graduated from the Yale Sheffield Scientific School in 1885 and the following year started his career as assistant engineer with the Great Northern Railroad. He displayed remarkable executive and constructive ability and in a short time became an important factor in Western railroading. He was associated with E. H. Harriman in the Southern Pacific Railroads, from 1902 until Mr. Harriman's death. He was a director of the Union Pacific Railroad Company, Oregon Short Line Railroad Company, Oregon-Washington Railroad and Navigation Company, Railroad Securities Company, Lackawanna Steel Company, Wells-Fargo Express Company, Hanover National Bank, Fidelity Bank and Morristown Trust Company.

He was treasurer and a member of the Board of Managers of the Presbyterian Hospital; chairman of the Executive Committee and a member of the Board of Governors of the Woman's Hospital; a member of the Board of Directors of the Manhattan Maternity Hospital and Dis-

pensary; and trustee of the Society for the Relief of Half Orphan and Destitute Children. He was the author of several books on hospital accounting. He was a member of the Metropolitan, University, Riding Clubs, the Downtown Association, Morris County Golf Club and the Tuxedo Club.

He married, November 16th, 1905, Julia Therese Keyser, daughter of Samuel and Julia Therese Thompson Keyser, of Baltimore, Maryland. She was a descendant of Dirch Keyser, of Amsterdam, who came to this country in 1688 and was one of the first settlers of Germantown, Pennsylvania. Mr. and Mrs. Thorne had two children: S. Keyser and Therese Thorne.

Mr. Thorne died February 6th, 1920. He was a gentleman of the old school; modest, unobtrusive, progressive, alert and convincing. He was a constructive force, too big in mind and in purpose to trifle and be annoyed by small things, and too confident of his own strength ever to permit precedents or opposing opinions to guide him. He had imagination, originality and a liberal purse. A philanthropic vein animated and dominated his whole life. He gave to the charitable institutions with which he was connected the greater part of his time. He rarely missed a board meeting, and there was no question of hospital policy that did not receive his personal consideration. Liberal giving was to him a solemn duty. His name will ever remain in the affectionate recollection of all who knew him.





*John A. Bannan*

## Joseph Raphael De Lamar



JOSEPH RAPHAEL DE LAMAR was born in Amsterdam, Holland, September 2nd, 1843. His father, a banker in Amsterdam, died when he was six years of age, and the lad in love of adventure went aboard a Dutch vessel that plied to the West Indies. When the young stowaway was discovered, he was put to work as assistant to the cook without wages. He worked as a seaman until he was twenty, when he became master of a ship, and three years later received a captain's command. He visited almost every port in the world and acquired a wonderful education through his observations in foreign countries. His alert mind was attracted to submarine work, which was profitable, owing to the Civil War, and, with characteristic energy, he abandoned the merchant service and became a submarine contractor, with headquarters at Vineyard Haven, Massachusetts, operating along the entire coast to the West Indies. He received several contracts for raising sunken ships, and was very successful. In 1872 he raised the "Charlotte," a transatlantic steamship loaded with Italian marble that had foundered off the Bermudas, and which had baffled the attempts of three previous wrecking companies. His experience, which nearly cost him his life, at Martha's Vineyard, going down in his diving suit to examine personally the damage to the Steamer "William Tibbitts," in which he was imprisoned for thirty-six hours, led Captain De Lamar to relinquish submarine work.

He then studied the opportunities of trade with Africa; trading companies had confined their operations to the Coast, the natives from the interior bringing their goods

to the Coast on the shoulders of negroes at considerable expense. Captain De Lamar decided to do trading in the interior. He equipped a small vessel, capable of navigating the African rivers, stocked with goods and armed with four small cannon, a dozen blunderbusses, rifles and ammunition. He pushed on to the interior, exercising constant vigilance to prevent attacks from hostile tribes. His venture was crowned with complete success. He traded principally on the Gambia and Great Jebra Rivers. After three successful years he gave up this trade on account of the climate—so many of his crew died every year of African fever. He sold his outfit to an English company.

In 1878 he came to New York, and when the gold fever struck Leadville, Colorado, he went West and bought several claims, and the same year took a private course in chemistry and metallurgy under a professor from Chicago University. He returned to the mining fields and purchased the Terrible lead mine in Custer County, Colorado, which he sold to the Omaha & Grant Smelting and Refining Company at a handsome profit. He then obtained control of a mountain six miles west of Silver City, Idaho. Many large veins of gold and silver were discovered on the property and he sold a half interest, after he had taken \$1,500,000 from the mine to the De Lamar Mining Company of England for \$2,000,000.

He was the sole owner of the Utah Mines and Smelting Company, of Colorado. He was one of the most noted traders in Wall Street for over twenty years, and one of the leading financiers of the country. He was president of the Dome Mine Company, Porcupine, Canada; president of the Delta Beet Sugar Company; vice-president of the International Nickel Company; a director of the American Bank Note Company, Coronate Phosphate Company, the Canadian Mining and Exploration



Company, American Sumatra Tobacco Company, Manhattan Sugar Company, the National Conduit and Cable Company and the Western Power Company.

In 1891 he served as State Senator in the first Legislature of Idaho, and occupied the Chairmanship on Finance, Railroads and Constitutional Amendments. He was offered the highest honors in the gift of the State, but declined to continue in politics and removed to New York.

He was known in Wall Street as "the man of mystery." He never talked much, his intimate friends say, but was uniformly successful in his transactions. He made millions out of his deal in the Nipissing Gold Mine in 1906.

He married, May 8th, 1893, Nellie Virginia Sands, a direct descendant of John Quincy Adams, and had one daughter, Alice A. De Lamar. Captain De Lamar was a member of the Lotus, and the New York Yacht, Larchmont and Columbia Yacht Clubs. He was the owner of the yacht "May" and "Sagitta," the fastest power boat on the Sound. He was a great believer in aerial navigation and devoted considerable time to the study of the subject. He was also an art connoisseur, a collector of fine paintings, statuary and other art objects. He was also a great lover of music, but his greatest delight was in the gathering of rare plants and flowers, of which he possessed a wonderful collection. He left a large sum to the Harvard University Medical School, Johns Hopkins University, and the College of Physicians and Surgeons of Columbia University for research into the causes of disease and for the promulgation through lectures, publications, and otherwise of the principles of correct living.

He died December 1st, 1918. His life was full of well directed energy and splendid achievement. A man of large vision, nothing was too vast for him to undertake to perform.

# Andrew Carnegie



ANDREW CARNEGIE was born in Dunfermline, Fifeshire, Scotland, November 25th, 1835. His father was a master weaver of that city. With the introduction of steam machinery, which supplanted the hand looms of those days, the elder Carnegie found his livelihood endangered. His mother, a patient, loving, motherly woman, whom young Carnegie always revered, aided at the looms. The family finally decided to emigrate to the United States.

Andrew had attended school for five years at Dunfermline, Scotland, before coming to this country. The family settled in Pittsburgh, which, more through Andrew Carnegie than any other man, became a celebrated city in the United States. Through his wonderful genius for organizing and developing he made Pittsburgh the iron and steel centre of the United States, if not of the world.

When he was thirteen years old he secured a position as a bobbin boy in a cotton factory at Allegheny City at \$1.20 a week. Mr. Carnegie, in reminiscent moments, often referred to his first position, which, he said, filled his mind with ideas of organization and the value of money in industrial enterprises. He worked less than a year as a bobbin boy without any increase in salary, when he secured another position—that of running an engine in the cellar of a factory. With the change came a slight increase in wages. From morning till night Carnegie worked in the darkness of the cellar, his only light being the glare from the furnace and the lamp light. While he held that position he studied arithmetic and penmanship, and at the

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ANDREW CARNEGIE



age of fourteen was deeply interested in economics and history.

His next position was as a messenger boy in the Office of the Ohio Telegraph Company.

Almost from the day that Andrew Carnegie entered the telegraph office he studied telegraphy. He was forever practising at the key. In a remarkably short time he became an expert telegrapher, and was one of the first to take messages by sound. He began to "sub" for the regular operators and soon supplanted one of them because of his skill. His wages were increased to \$25.00 a month, which to him was princely. He made an additional dollar a week by copying telegraph news for Pittsburgh papers.

When the Pennsylvania Railroad needed an expert telegraph operator he was chosen. Colonel Thomas A. Scott, the superintendent of a division of the Pennsylvania system, took a fancy to Carnegie, and it was through Colonel Scott that "Andy" made his first investment. Colonel Scott asked Carnegie if he could get together \$500 to buy ten shares in the Adams Express Company. The Carnegie home was mortgaged, in which the Carnegies then had an equity of only \$800, to raise the money. The stock paid monthly dividends of one per cent.

Carnegie became Scott's secretary. When Colonel Scott became vice-president of the road Mr. Carnegie was made the superintendent of the Western division. Thomas T. Woodruff, the inventor of the sleeping car, was seeking a railroad official willing to inspect his discovery. Carnegie listened attentively. He took Mr. Woodruff to Colonel Scott and insisted that the invention be adopted. A company was formed and Carnegie was given an interest,

for which he paid \$217.50. He borrowed the money from a local banker who had taken a fancy to him.

"Thus did I get my foot upon fortune's ladder," said Carnegie. "The climb was easy after that."

When the Civil War broke out Carnegie was put in charge of the military railroads and telegraph lines by Colonel Scott, who had become Assistant Secretary of War. The records of the War Department show that Andrew Carnegie was the third man wounded on the Union side in the Civil War. He was trying to free a track into Washington from obstructing wires that the Confederates had installed when a wire snapped, cutting his face. He worked so hard in his new position that his health gave way, forcing him to go abroad. Upon his return Carnegie conceived from observations of experiments being made with the construction of a cast iron bridge the wonderful possibilities of the use of steel and iron instead of wood in the construction of buildings and bridges. When he saw the Pennsylvania Road experimenting with a cast iron bridge the fact dawned on him that the unstable, dangerous wooden bridge was obsolete and that iron or steel structures must take their place.

Through a Pittsburgh banker he obtained a loan of \$1,250. With this modest sum he organized the Keystone Bridge Works, the foundation of the wonderful organization now commonly referred to as the "billion dollar steel trust." With Carnegie as the directing genius, bubbling over with energy and ambition, the Keystone Company secured innumerable contracts for the construction of bridges. The company built the first great bridge over the Ohio River, and then a number of buildings of iron construction. The Union Mills developed from the Keystone Company.

The iron and steel industry, under the impetus given it by Carnegie in this country, was becoming the foremost industry in the world. The Bessemer process of making steel rails had been perfected. The railways in England replaced the iron rails with steel ones. Carnegie slipped over to England and inspected some of the plants and upon his return to Pittsburgh established the manufacture of steel on a scale never before known. He introduced the Bessemer process in this country.

Other plants had sprung up in and around Pittsburgh and in other parts of the country. The industry was developing marvelously and Carnegie was a power. The Homestead Works, his most formidable rival, was vying with him for contracts, and he absorbed them. In seven years he had the seven huge steel plants within the confines of Pittsburgh under his control amalgamated into what he called the Carnegie Steel Company. The world marvelled then at his genius of organization. Even at that early period he had fifty thousand men under his direction. He had every conceivable new invention for the manufacture and handling of steel. The company branched out. It bought up coal fields, mines. It built miles of docks, ships, developed gas fields. It was the first to introduce electric cranes to move about the tons and tons of steel rails in the plants. The Carnegie plant, then as now, was the largest enterprise of its kind in the world. It even eclipsed the monster works of Herr Krupp in Germany. Carnegie was almost exclusively the directing genius of this monster concern. It was often said of him in those days that he "ruled with an iron hand." He knew what he wanted, and he had to have it. He had an aptitude for the iron and steel business, which gave him a process of reasoning in the conduct of the business that none of his

associates seemed to ever attain. He knew the industry from the very beginning to the end. There was nothing about the manufacture or the cost of steel, or the maintenance of the plants, that he could not describe minutely. He was the sun of the business around which a number of men, now celebrated in the business, revolved, and from whom they got their inspiration and much of the business acumen which have made them factors in the steel world today.

Carnegie was regarded as one of the keenest judges of human nature and of the business ability of men that ever became a millionaire. This keenness was of incalculable aid to him in organizing a force of assistants and associates that was perhaps the greatest ever comprised into the management of a business in the United States. He surrounded himself with such men as Henry Phipps, and about forty young partners who had grown up in the works became wealthy when the Carnegie Steel Company was sold to the United States Steel Corporation.

Whenever Carnegie found an employee who showed a natural aptitude for the steel business and latent executive ability he immediately put him in a position of trust and studied him closely. He seldom was mistaken, and many an ordinary workman in his plant became wealthy in positions of responsibility and trust into which Mr. Carnegie thrust him because of his discovery of his abilities.

Mr. Carnegie retired from the business in 1901, when the Carnegie Steel Company was merged into the United States Steel Corporation. "I sold in pursuance of a policy determined upon long since, not to spend my old age in business struggling after more dollars. I believe in developing a dignified and unselfish life after sixty," he said at that time. When he retired he made known to the



world that he intended to distribute his millions. His benefactions up to 1899 exceeded \$17,000,000. They were not confined to this country, though Pittsburgh received more of that amount than any other section of the globe. From 1901 up to the day of his death Mr. Carnegie gave with a generosity that startled the world. Each succeeding gift, in most cases, was greater than the preceding one. He set aside funds of \$10,000,000, \$22,000,000, \$24,000,000 and \$125,000,000 for philanthropic purposes. His retirement from business did not eliminate him entirely from it. His counsel was sought frequently by the officials of the billion dollar combine. In his frequent travels to Europe he was constantly in communication with the Company by cable.

When he was the active head of the steel works he was good and generous to his workmen, but there were occasions when he clashed with the labor unions of which the workmen were members. In after years Carnegie showed a feeling he entertained for his employees by creating a savings bank for them, which paid six per cent. interest; by establishing meeting rooms, libraries, gymnasiums, theatres, and other means of recreation that added to the pleasures of their existence. He spent millions of dollars on them. In Pittsburgh there are a number of buildings that are monuments to the generosity of Carnegie to his men.

In creating a bank for the employees he did so in order to insure a payment of six per cent., confident that such large interest would induce them to save. It had a most salutary effect. The deposits increased rapidly, and in times of business depression and panics the rate of six per cent. was maintained. Out of these deposits the bank advanced money to the depositors to enable them to con-

struct their homes, the bank taking a mortgage on the property they purchased. By this arrangement thousands of the employees of the Carnegie Steel Company purchased their homes and eventually cleared them of all indebtedness. The men always felt secure with the Carnegie Trust Company backing the institution. In 1899 the deposits in the bank amounted to more than \$1,000,000.

At the time of his retirement the employees of the Carnegie Steel Company were, perhaps, better paid than the employees of any steel plant in the world; were better provided for in the matter of safety appliances and recreation centres, and with the luxuries of life that an employer can give through generosity. The fact that the men in the plant were ideally provided for and that most of them, through the bank which he had organized, had large amounts of money saved, was a source of gratification to him.

After his retirement Mr. Carnegie's activities were confined almost exclusively to the distribution of his enormous wealth. His benefactions exceeded \$350,000,000. Pittsburgh, where his wealth was created, has been remembered more by him than any other municipality. He has been generous with New York, but doubly generous with Pittsburgh. The town of his birth, Dunfermline, Scotland, has received millions from him. Through his generosity millions of persons throughout the world have access to books which they could not obtain except through his gifts. Hundreds of teachers and professors are enjoying a pension through his liberality, and thousands of young men and women are getting educations because of the endowments he made to institutions of learning.

Mr. Carnegie gave for libraries in the United States about \$70,000,000. Carnegie Corporation of New York,

\$125,000,000; Endowment for International Peace, \$10,000,000; Church Peace Union, \$2,000,000. To the Carnegie Institute at Pittsburgh he gave \$24,000,000; the Carnegie Institution of Washington, \$22,000,000; Scotch Universities, \$10,000,000; United Kingdom Trust, \$10,000,000. He provided a pension fund for professors and teachers in colleges and universities of \$17,000,000. He established a fund of \$5,000,000 for the benefit of employees of the Carnegie Steel Company; a Carnegie Hero Fund for the reward of heroism of \$10,000,000, and endowed Dunfermline with \$5,000,000. He gave \$1,750,000 to the Peace Temple at The Hague; \$1,500,000 to the Allied Engineers Society. Nearly every university and college in the United States and most of those in foreign countries have received contributions.

He was the Lord Rector of St. Andrews University from 1903 to 1907 and of Aberdeen University from 1912 to 1914, and held the honorary degree of Doctor of Laws from the universities of Aberdeen, St. Andrews, Glasgow, Edinburgh, Birmingham, Manchester, McGill, Brown, Pennsylvania, Cornell and other colleges. Mr. Carnegie was a member of numerous philosophical, civic and scientific bodies, among them the American Institute of Architects, the American Society of Mechanical Engineers, the American Institute of Mining Engineers, the National Civic Federation, the American Philosophic Society, and the New York Chamber of Commerce. He was a Commander of the Legion of Honor of France, and had also received the Grand Crosses, Order of Orange Nassau and the Order of Dannebrog. He was a member of the Union League, New York Yacht, Authors, Lotos, St. Andrews Riding and Indian Harbor Yacht Clubs.

He was the author of "An American Four in Hand

in Great Britain," written in 1883, and continued with "Round the World" (1884); "Triumphant Democracy" (1886); "The Gospel of Wealth" (1900); "The Empire of Business" (1902), (this was translated into eight languages); "The Life of James Watt" (1906), and "Problems of Today" (1909).

He married, in 1887, Louise Whitfield, and had one daughter, Mrs. Roswell Miller, born March 30th, 1897.

Mr. Carnegie died August 11th, 1919. His love for individuals was the expression of his love for all men. Out of this love sprang his great benefactions. One great mark of his character and career was his wisdom in selecting his associates. The remark which he probably made, that he wished put on his tombstone, the words: "Here lies a man so wise that he surrounded himself with men wiser than himself," is characteristic.





HARRY C. FRICK

## Henry Clay Frick

**H**ENRY CLAY FRICK was born in West Overton, Westmoreland County, Pennsylvania, December 19th, 1849. His father, John W. Frick, whose ancestors were Swiss, had been a farmer, but at the time of the boy's birth was an engineer in the mill of his father-in-law, Abraham Overholt, descendant of a Swiss family that settled in Pennsylvania in 1749. Overholt was a large mill owner and distiller. Young Frick attended the public schools in West Overton, and for a short time the Chester Military Academy and Otterbein University, Ohio. At the age of sixteen he became a clerk in the store of White, Orr & Company, and later a bookkeeper in his grandfather's distillery at Broad Ford.

The great Connellsville coke industry was in its infancy, and while young Frick worked at his books he watched the small beginnings of the coke makers, studied the country, and in his mind were developed the possibilities of coke as a factor in steel manufacture. Late in the sixties he began to acquire small tracts of land in the Connellsville region and to attempt coke making. In 1871 he organized the firm of Frick & Company, with Abraham O. Tintzman, one of his grandfather's partners, and Joseph Rist. They had three hundred acres of coal lands and fifty ovens, and the next year they built one hundred and fifty ovens. Then came the panic of 1873, and the small coke men sold their holdings for a song. Frick's partners caught the contagion of failure and he bought them out.

Lacking the capital to acquire all the interests that were offered to him, and having faith in the ultimate value

of the property, Mr. Frick sought the aid of capitalists. Among those to whom he went for assistance was the Pittsburgh banking house of Mellon, of which he was later a director. When the panic was over the price of coke increased from 90 cents to \$4.00 and \$5.00 a ton, and Mr. Frick was the head of the industry.

In 1882, when Carnegie Brothers & Company became large stockholders in the H. C. Frick Coke Company, it was the largest coke producer in the world, with \$3,000,000 capital. Mr. Frick's holdings made him indispensable to the Carnegies, and he was admitted to their firm. They ultimately acquired a controlling interest in the Frick Company through the retirement of two of Mr. Frick's partners, and so antagonized him that he retired from the presidency. He retained, however, his interests in both companies, and in 1889 he was made chairman of Carnegie Brothers & Company. His selection for this position was dictated by the necessity of finding a man strong enough to cope with the serious labor troubles by which the Carnegie Company was threatened and which culminated in the Homestead strike. Thomas M. Carnegie had died in 1886, leaving his brother Andrew in control.

Through the Homestead strike of 1892 Mr. Frick came into national prominence. Differences had arisen between the Carnegie Steel Company and a small minority of its employees over a wage scale; the strike which ensued involved thousands of men who were not affected by the dispute, and brought on an armed conflict which necessitated the calling out of the National Guard and the proclamation of martial law. It was at this time, July 22nd, 1892, that Alexander Berkman, a Russian anarchist, but recently arrived in America, tried to assassinate Mr. Frick. Berkman walked into Frick's office, drew a revolver and



fired, the bullet lodging in Mr. Frick's neck. Mr. Frick was shot a second time and then he grappled with Berkman. During the encounter Mr. Frick was stabbed three times, but he downed his assailant and held him until aid arrived. Berkman was tried and sent to the Western Penitentiary in Pittsburgh for twenty-one years. Thirteen days after the attack Mr. Frick walked to his office unattended and resumed the direction of the great strike, which continued until November 21st of that year. While Mr. Frick was unmoved by the violence of the strikers or the protests of the public, he quietly relieved the distress of the families of the insurgent workmen. He won the fight and never begrudged the price of the victory.

When Mr. Frick entered the Carnegie Steel Company he decided to make it the most powerful concern in the steel world. Two of his immediate ventures netted the Carnegie concern many millions of dollars with but small investment. Up to this time the switching charges between the various Carnegie plants had been very profitable to the railroads and expensive to the Carnegie Company. Mr. Frick built the Union Railroad to weld the scattered Carnegie plants closer together. This eliminated the switching charges and saved enormous sums for the Carnegie Company.

It was Mr. Frick who later took over a large portion of the Mesaba ore fields on Lake Superior in a big deal that guaranteed the Carnegie Company for fifty years a minimum annual supply of 1,200,000 tons of ore, driving a shrewd bargain with the Rockefellers, who owned ore lands and lake steamers. Later Mr. Frick conceived the idea of buying out Mr. Carnegie entirely, and in association with Henry Phipps, the second largest owner of stocks, and with the co-operation of E. H. Moore and

others, Mr. Frick asked Mr. Carnegie for an option on his interests. Mr. Carnegie demanded \$1,000,000 for a ninety day option and named \$157,950,000 in cash and bonds for his entire holding. This price, with the additional cost of the stock of the other partners in the Carnegie Company, brought the cost of Mr. Frick's scheme close to \$250,000,000. The matter was taken to J. P. Morgan, who was not impressed with the idea. The plan collapsed, Mr. Frick's option expiring at a cost of a million dollars, which Mr. Carnegie pocketed. This was the first failure Mr. Frick had ever known, but it was also a blow to Mr. Carnegie, for the failure of the Frick syndicate left him in the position of having been on the market with his holdings, which apparently could not be sold.

Mr. Carnegie became very bitter and tried to oust Mr. Frick entirely from the steel business. They developed a quarrel with many ramifications. Mr. Carnegie sought to have the board of managers declare Mr. Frick's stock forfeited at par value. Mr. Frick replied with an equity suit to prevent this confiscation of his stock, but the case was finally settled out of court by the reorganization of the Carnegie Company, which made several Pittsburghers millionaires over night. It made Mr. Frick one of the wealthiest men in the country. A year or two later, Mr. Carnegie, with the aid of Mr. Charles H. Schwab, succeeded in interesting Mr. Morgan in the scheme he had previously rejected, and out of this interest came the organization of the United States Steel Corporation in 1901. By this again Mr. Frick's fortune was doubled. His \$31,000,000 investment in the Carnegie Company was turned into \$61,300,000 in the United States Steel Corporation, Mr. Schwab was made president of the Steel Corporation and Mr. Carnegie's representative in that concern.

The enlargement of his interests had brought Mr. Frick into the turmoil of New York finance, and when trouble arose in the Equitable Life Assurance Society, and James W. Alexander and James Hazen Hyde made charges against each other, Mr. Frick was named chairman of a committee to investigate. He recommended that both men leave the Company, and when the report was killed he left the board.

Allying himself with the late E. H. Harriman, Mr. Frick became a director in the Union Pacific and a member of the executive committee. His investments in railroads increased rapidly until he was the largest individual stockholder of the Pennsylvania and a director of many other roads. When E. H. Harriman and H. H. Rogers were alive, Frick, with them and William Rockefeller, Otto Kahn and others, formed one of the most powerful groups of railroad financiers in the United States.

Toward the latter part of his life Mr. Frick gradually withdrew from some of the many enterprises in which he was interested. He retained, however, directorships in the Atchison, Topeka & Santa Fe Railway Company, the Chicago & Northwestern Railway Company, the Pennsylvania Railroad Company, the Philadelphia and Reading Coal and Iron Company, the Reading Company, the Mellon National Bank of Pittsburgh, the National City Bank of New York, the Union Trust Company of Pittsburgh and the United States Steel Corporation.

His grasp on Pennsylvania politics was such that he was generally credited with forcing to the front Philander C. Knox, who became United States Senator and later Attorney-General. Knox had been Frick's personal attorney. At one time Frick was mentioned as a successor to Senator Boise Penrose. From the time of the formation of the

United States Steel Corporation—and before—Henry Clay Frick was one of the powers of almost the first magnitude in the group of men who control the industrial and financial fabric of the country.

He was a student and lover of art, and by the use of patience and thought, and large sums of money, he formed one of the finest private collections of paintings, statuary, bronzes, porcelains, enamels, furniture and other objects of art, in existence, all of which, under the provision of his testament, will in due time be permanently turned over to the public use and enjoyment, together with his costly home in New York, adequately endowed.

When the Pittsburgh Bank for Savings closed its doors in 1915, over the failure of the Kuhn interests, whose paper the bank carried, Mr. Frick, as a Christmas present to the children, announced that he would pay in cash all accounts of the children depositors in the school savings fund of the defunct bank. More than five thousand children were thus benefited by Mr. Frick's munificence, and they did not lose a penny of their deposits. In fact, later, when the receiver, Mr. Getty, was able to pay about sixty per cent. back to the depositors, the children also received checks for a portion of their savings, and thus were able to make more than the expected four per cent. on their original deposits.

Mr. Frick lived unostentatiously, and made no parade of his great wealth. He was a lover of flowers, especially of chrysanthemums, which attracted many visitors to his conservatories. He was a member of the Union League, Metropolitan, Engineers, Lawyers, New York, Riding, Racquet and Tennis and many other clubs.

He married, December 15th, 1881, Adelaide Howard Childs, daughter of Asa P. Childs, of Pittsburgh. They

had four children, of whom two survive, Childs Frick and Helen Clay Frick.

Mr. Frick died December 2nd, 1919. "In his death this country lost one of its greatest citizens, a man whose constructive ability and integrity of purpose was known throughout the world," said one of his close associates. "He stood for the very highest ideals in all the corporations with which he was connected. His generous contributions to philanthropic work were made without publicity and covered a constant and wide range of activity. His love for this country and his unfailing patriotism were constantly in evidence to those who were close to him, and in his death this country has suffered an irreparable loss."

## George Richard Fearing



**GEORGE RICHARD FEARING** was born in New York City, June 2nd, 1839; son of Daniel Butler and Harriet Richmond Fearing. The founder of the family in this country was John Fearing, who reached Massachusetts Colony from England in 1638. He and his descendants were among the prosperous Colonists who helped give commercial solidity to Massachusetts.

George R. Fearing was graduated from Columbia University in 1860. After leaving college he traveled extensively in foreign countries, and at the outbreak of the Civil War he returned to this country, and on November 22nd, 1861, volunteered and was at once ordered to report as aide to Major-General Robert Burnside of Rhode Island. He accompanied the headquarter staff to the Potomac, and was in active service during the advance on Richmond and the Battle of Fredericksburg, where his conduct under fire received high commendation from the commanding general. On April 4th, 1862, he was made Captain and additional aide-de-camp and transferred with General Burnside to the Western front. He was present in Tennessee during the trying days of 1863, and at the siege of Knoxville. He resigned from the army February 1st, 1864, and on March 13th, 1865, he was brevetted Major of Volunteers for faithful and meritorious service during the war.

Upon his return from the war he entered the banking business with his brother, Henry S. Fearing. The influence of his business career has always been toward the



*George Richard Fearing*





upbuilding of our institutions and the advancement of correct banking, and will long reflect honor upon his name.

Upon his retirement from active business he devoted himself largely to the activities of the Knickerbocker Club and the Union Racquet and Tennis and the South Side Sportsmen's Clubs, in the expansion and modern development of which he took a personal interest.

He married, September 1st, 1869, Harriet Travers, daughter of William R. and Maria Louisa Johnson Travers, and had one son, George Richmond Fearing.

Mr. Fearing died January 24th, 1920. He was a true philanthropist, and a man of the broadest outlook on life, and of the most generous and liberal views. Cast in a large mould, he would have made a success of anything he undertook, his energy, courage and determination were such as to overcome any and all obstacles. His personality was modest and unassuming, notwithstanding the success he had achieved by his own efforts. His intercourse with his friends and associates was always marked with esteem and consideration. He was kind and gentle, a model of virtue, discriminating in judgment and fixed in principles. He was admired and respected by all who knew him.

## Edward Hastings Ripley



**EDWARD HASTINGS RIPLEY** was born at Center Rutland, Vermont, November 11th, 1839; son of William Young and Jane Warren Ripley, both parents being of old Revolutionary stock. At the outbreak of the Civil War he was a junior at Union College, Schenectady, New York. When the call came for 300,000 additional troops, in May, 1862, he at once left college and enlisted as a private in the 9th Vermont Infantry, and soon after was commissioned Captain of Company B of that regiment, and with his Company saw service in the Shenandoah Valley in the same year. He was promoted Major, although one of the youngest line officers.

He was taken prisoner at Harper's Ferry, September 15th, 1862, and following his exchange he participated in the siege of Suffolk, Va., and on May 16th, 1863, was promoted Lieutenant-Colonel and Colonel, May 22nd, 1863. He led the advance of the Pamunkey to West Point, Va., to protect the right flank of the column advancing up the peninsula against Richmond. Prostrated by the fevers of the peninsula, Colonel Ripley and his regiment were sent to the swamps of North Carolina as a sanitary relief from the malarial poisons of Yorktown. En route to North Carolina, in an old freighter, they were driven out into the Atlantic by a violent storm and given up for lost. Colonel Ripley succeeded in landing his men in North Carolina, where he was in command of the district between Beaufort and New Berne, North Carolina. He was brevetted Brigadier-General, U. S. Volunteers,



*Edward H. Ripley*



August 1st, 1864, "for gallant and meritorious services," and was assigned to command of First Brigade, Second Division, 18th Army Corps, Army of the James, and later to the command of the Second Brigade, which he led in the Battle of Chapin's Bluff. At the head of this brigade he participated in the heroic and successful assault on Fort Harrison, where he was twice slightly wounded. On October 27th, 1864, his brigade led in the attempted surprise of the Confederate lines over the Fair Oaks battlefield. He was then assigned to command of the First Brigade, Third Division, 24th Army Corps.

To this brigade was given the honor of leading the Union column into Richmond after the surrender, and General Ripley was given command of the city with orders to subdue the mob, put out the fires and save as much of the city as possible. That this important duty was well performed is evidenced by the following dispatch from Assistant Secretary of War Dana to Secretary Stanton: "The city is perfectly quiet and the citizens are enjoying greater security than for months." To quote Major George A. Bruce: "The execution of all orders and a thousand details in restoring order and providing for the peace and safety of the city fell upon General Ripley. No one better fitted for such an important and delicate task could have been found. He was one of the youngest officers of his rank—just arrived at the age of twenty-three. He was a scholar, a gentleman in the true sense of the word, and a soldier of much experience and proved courage. He was tall, possessed of a fine figure, an open and attractive countenance, with an eye that beamed with kindness and inspired confidence. He possessed a maturity of judgment far beyond his years. What seemed to many recipients as favors, was to him not favors but requests granted or acts done in the line of duty; firmness

there was when firmness was required, but it was never accompanied with harshness or rudeness, too often characteristics of military commanders."

"The many appreciative letters from the leading citizens of Richmond and the commendations of his superior officers were the evidence of a just, firm, and kindly administration of a conquered city."

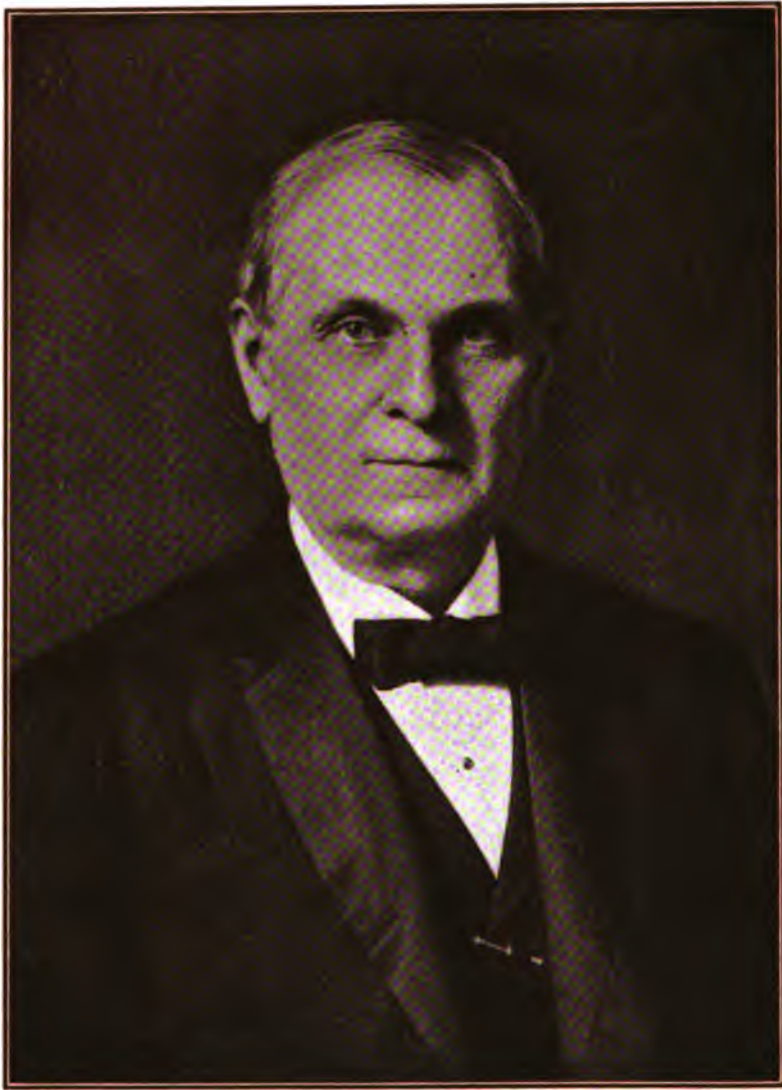
He remained in command of Richmond until the City Government was re-established, and was mustered out of service, June 13th, 1865.

Upon return to civil life General Ripley engaged in the marble industry under the name of Ripley Brothers until the firm was merged into the Vermont Marble Company. He built the Holland House on Fifth Avenue, New York; the Raritan River Railroad in New Jersey; was a founder and a director of the United States and Brazil Steamship Line; was the founder and first president of the Rutland Marble Savings Bank, and for many years was vice-president of the Rutland County National Bank. He was a member of the Army and Navy Club, the University Club, the Military Order of the Loyal Legion of the United States, the George Washington Post, G. A. R., and the Military Service Institute. He received the degree of A. B. from Union College and A. M. from Norwich Military University. General Ripley served in the Vermont Legislature as a representative from Mendon.

He married, May 23rd, 1878, Amelia Dyckman Van Doren, daughter of Dr. Matthew Dyckman and Mary Mott Van Doren, and had two daughters: Mrs. Alexander Ogden Jones and Mrs. Raphael Pumpelly.

General Ripley died September 14th, 1915. He filled, with ability and efficiency, but always with modesty, the highest positions in the community. A man of culture, race and breeding; a rare gentleman.





*David H. M. Williams*



## Daniel Wilkin McWilliams



**D**ANIEL WILKIN McWILLIAMS was born at Hamptonburg, Orange County, New York, May 29th, 1837; son of John A. and Susan A. (Wilkin) McWilliams. His earliest paternal American ancestor was John McWilliams, who came from Scotland and settled at Scotchtown, N. Y. He was an active participant in the Revolutionary War, being a private in Lieutenant-Colonel Marinus Willet's Fifth Regiment, New York line, Captain Laurence Gross' Company.

On his maternal side he was a direct descendant of John Wilkin, who received a grant of land from Queen Anne on Long Island, and emigrated to this country in 1720. He was a grandson of John Wilkin, Bishop of London, who married Robina Cromwell, sister of Oliver Cromwell, the Protector.

Daniel W. McWilliams received his education at the Montgomery Academy, in Orange County, New York. From the earliest days of his working years he showed a remarkable aptitude for the business of railroad building. At the age of eighteen he entered the service of the New York & Erie Railroad Company, in the engineer corps, engaged in straightening and double-tracking its line. After two years of this work he turned his attention to banking, and was connected with the Chemung Canal Bank, at Elmira, N. Y., for the next five years.

In 1861 he was elected secretary and treasurer of the Toledo, Peoria & Warsaw Railroad Company, with headquarters at Peoria, Illinois, where he lived for five years. After the successful reorganization of that railroad, he

accepted a confidential position in the banking house of Henry G. Marquand & Company. When Mr. Marquand and his business ally, Thomas Allen, bought the St. Louis & Iron Mountain Railroad Company from the State of Missouri, they extended the line southward to the Mississippi River, and built three other lines, all of which became, when consolidated, the St. Louis, Iron Mountain & Southern Railway. He was treasurer of this line for fifteen years, until 1881, when he resigned and became secretary and treasurer of the Manhattan Railway Company, which leased and operated the consolidated elevated railroads of New York City. In 1903 he became treasurer of the Interborough Rapid Transit Company, which leased the elevated roads and built the first subway in New York. He continued four years in that capacity, but he meanwhile retained his position with the Manhattan Railway Company, and held it at the time of his death.

When the Kings County Trust Company was incorporated in Brooklyn, in 1889, he became a member of its initial board of directors, and was elected one of its vice-presidents, and so continued until his death. He was a director of the Fulton Bank of Brooklyn when it consolidated with the Mechanics' Bank, and the consolidated institution continued him as a director. He was also a director of the Standard Coupler Company and of the Underwood Typewriter Company since its organization.

Mayor Wurster, the last chief magistrate of the City of Brooklyn, appointed him, in 1896, one of the original directors of the Brooklyn Public Library; he was elected vice-president and continued in that capacity until the consolidation with the Brooklyn Library system. Andrew Carnegie and the City of New York named him as one of their representatives in the building of the Brooklyn

branches of the Carnegie public libraries, which have cost over \$2,000,000.

He had been a member of the First Presbyterian Church of Elmira, and of the Second Presbyterian Church of Peoria. At the latter place he started a Sunday School in a railway passenger car, from which evolved Grace Presbyterian Church. In 1866, on removing to Brooklyn, N. Y., he united with the Lafayette Avenue Presbyterian Church, Rev. Theodore L. Cuyler, pastor, and from 1872 served as elder of that church. For over a quarter of a century he was superintendent of its Sunday School, which for many years had over one thousand scholars. He had formerly been assistant superintendent of the Cumberland Street Chapel Sunday School.

In 1858 he helped to organize the Elmira Young Men's Christian Association, about the tenth Association in this country. The interest thus displayed in early life in the Association was only intensified with the passage of the years. On taking up his residence in Brooklyn he immediately connected himself with the struggling Brooklyn Association, and at critical times his counsel and help were invaluable. When the Association needed a building of its own to meet the needs of the young men of Brooklyn, he secured from Mr. Frederick Marquand, his wife's uncle, the donation of the lots fronting on Fulton and Bond Streets and Gallatin Place; and also the subsequent gifts of money which made possible the erection of the building thereon, one of the largest in the country at the time—the corner-stone of which was laid by D. L. Moody.

Of the Brooklyn Association he was twice president, a director, and secretary and treasurer of the Board of Trustees, and in charge of the investment of its real estate and endowment funds.

For many years he was treasurer of the Brooklyn Naval Branch of the Association; and also a member of the Advisory Board of the International Committee.

Of his many philanthropies the Association was among the first three—the Church, the Y. M. C. A., and the Sunday School. During his lifetime he saw its marvelous expansion and increasing command of public interest and support—its growth from a struggling ten or eleven in number to the imposing proportions of the present time—in Brooklyn from small leased quarters over retail stores to the possession at the time of his death of nearly a score of buildings, one of which cost nearly a million dollars.

He was the intimate, lifelong friend of Dwight L. Moody. He became a trustee of Northfield Seminary at its organization, and out of his share as residuary legatee under the will of Frederick Marquand, he erected Marquand Hall, which has become so well known in connection with the seminary. He was also trustee and treasurer of the three Moody schools.

He was trustee of the Polytechnic Institute of Brooklyn; Young Women's Christian Association; member of the Advisory Board of the Brooklyn Home for Consumptives; honorary vice-president of the American Sunday School Union; trustee of the Foreign Sunday School Union; member and vice-president of the Board of Foreign Missions of the Presbyterian Church of the United States; director and corresponding secretary of St. Paul's School, of Tarsus, Asia Minor, from its inception until its transfer to the American Board of Commissioners of Foreign Missions; member of the Advisory Board of Brooklyn City Missions and Tract Society; trustee of the Bible Teachers' Training School of New York City; a member of the Brooklyn Chamber of Commerce, American Geographical

Society, New York Zoological Society, Museum of Natural History, and Metropolitan Museum of Art.

Mr. McWilliams was a devoted friend of Hampton Institute and of its founder, General Armstrong. In 1888, when the old school house for children of refugees, built by General Butler, had become a mere shell, he and Mrs. McWilliams came to the aid of the institution by appropriating from the Marquand Estate money for a new training school, which was named for the poet Whittier. When this building was later burned, it was immediately rebuilt, with improvements, by the erstwhile donors, and it is today the centre of a valuable part of Hampton's work. Mr. and Mrs. McWilliams were also members of the Brooklyn Armstrong Association, contributing a scholarship for nearly thirty-five years, as well as helping in various other ways.

He found recreation in diversifying his mental interests and kept in close touch with affairs throughout the world. His quiet and unostentatious demeanor did not conceal from those who knew well the depth of his convictions and the positive force of his character. Blessed with careful home training, a mother of great force and strong character, with sensibilities deep and sympathies of wide horizon, from early manhood he passed with unremitting, assiduous and patient effort to success.

His type of personality was distinctly constructive. Identified with pioneer railroad interests in the Middle West and later with transportation, banking and industrial companies in New York, his counsel was invaluable for sanity and foresight. But he was not content to be a builder of commercial enterprises only. He recognized a wider responsibility, and the most permanent of his accomplishments have been in the realm of religious, edu-

cational and civic activities. Through the Young Men's Christian Association he early saw the possibility of safeguarding the moral welfare and increasing the opportunities for developing the spiritual, physical and social resources of young manhood. His generous gifts made possible the employment of the first paid secretaries of the Student Volunteer Missionary Movement for Foreign Missions, as a result of which over six thousand young men and women have carried the Gospel to every corner of the world. His statesmanlike view of the world led him to see, more than thirty years prior to his death, the value of the open door for missions in Korea, and his gifts helped to send the first missions to that country.

Mr. McWilliams married in New York City, April 11th, 1860, Helen Frances Marquand, daughter of Josiah Marquand, and niece of the late Henry G. and Frederick Marquand; she survives him with five children: Frederick M., Susan V., now Mrs. Robert M. Blackburn, of Reading, Pennsylvania; Howard, a lawyer of New York City; Clarence A., a Major in the United States Army Medical Corps (surgeon); and Helen M. McWilliams. Mr. McWilliams died in Brooklyn, New York, January 7th, 1919. He was a man of action and accomplishment, and belonged to that type of citizenship whose sterling moral qualities and disinterested public spirit constitute the great silent forces in the financial, civic and social progress of every community. He was wisely conservative; tolerant of opinion however divergent from his own; independent without self-assertion; patriotic without boasting; simple in habit without austerity; dignified in demeanor without stiffness or severity; courteous and deferential in manner without servility; cordial and affable in all his relationship without affectation—a true “friend of all the world.”





*Charles H. Adams*



## Charles Henry Adams



**C**HARLES HENRY ADAMS was born in Concord, Mass., March 13th, 1840; son of Sandford and Martha (Fay) Adams. His first American ancestor was William Adams, who came from Norwood, Wem, Shropshire, England, before 1642 and settled in Ipswich. From William Adams the line of descent is traced through his son, Nathaniel, who married Mercy Dickinson; their son, Samuel, who married Mary Burley; their son, Andrew, who married Elizabeth Hunt; their son, Andrew, Jr., who married Lucy Merriam, and their son, who married Jerusha Sibley. Sandford Adams was an inventor of farm appliances, including a pump and a grain separator, which came into general use. Charles H. Adams received his early education in the public schools of Concord and Winchester and at the Quincy School in Boston. In 1857 he established himself in the retail grocery business in Boston, and by devoting close attention to business he became the proprietor of three retail stores in Boston by the time he reached the age of twenty-one. In 1865 he formed a partnership with Jacob M. Haskell of the firm of Jones, Haskell & Co., and the new business under the name of Haskell & Adams conducted a wholesale trade exclusively. In 1893-94 the firm name was changed to Haskell, Adams & Co., and as such remained until April 1st, 1911, when it was incorporated as Haskell, Adams Co. Under the able management of Mr. Adams the business became one of the foremost wholesale grocery houses in New England. Mr. Adams was vice-president of the Bay State Mills at Winona, Minn., one of the largest

flour milling plants in the United States, and of the Lawrenceburg Roller Mills Co., of Lawrenceburg, Ind. He was a director of the Fourth Atlantic National Bank of Boston, an active member and former vice-president of the Boston Chamber of Commerce, member of the exchange and a charter member of the Boston City Club. He was much interested in the development of residential real estate around Jamaica Plain in the vicinity of his home, where he lived for forty years and where he owned much land and erected a large number of residences. One of his associates said: "Mr. Adams was one of those sturdy, substantial men of whom we are always sure, whose counsel we solicit, in whose keeping we would freely place the fortunes of our wives or children. From the faith he had in himself, his judgments gathered strength and value. He gloried in work for its own sake, sedulously shielding himself from any publicity. So he accepted no directorship, no trust, no agency, if acceptance meant not personal care or concern, or if it meant the abatement of the high quality of his zeal in other activities."

He married, November 26th, 1872, at Boston, Ella, daughter of Asa Folsom Cochran, a merchant of New Orleans and Boston, and had four children: Ehetlind, Isabel F. (wife of Frank S. Deland), Charles Q. and Winthrop C. Adams. He died at his home in Jamaica Plain, Mass., November 1st, 1912.

His high character is well summed up in the following tribute to his memory, published in the Boston "Advertiser" at the time of his death: "Mr. Adams was a fine type of the old-time merchant of Boston, whose traditions he inherited, a man of the highest integrity, honorable in every relation, keen in foresight, ripe in judgment, genial and unassuming strong in his friendships, unostentatious in his benefactions."





Woodbury L. Langdon.

## Woodbury Gersdorf Langdon

**W**OODBURY GERSDORF LANGDON was born in New York City, April 9th, 1849; son of Woodbury Langdon, who achieved success as an artist and exhibited several times in the Paris "Salon" prior to his death in 1867, and Helen Colford Jones Langdon. He was a great-grandson of Hon. Woodbury Langdon, an eminent judge of New Hampshire, who represented that State in the U. S. Senate immediately after the Revolutionary War; and great-grand-nephew of John Langdon, who was the first Governor of the State of New Hampshire, and the first presiding officer of the U. S. Senate, and who, as such, notified George Washington of his election to the Chief Magistracy. Walter Langdon, the grandfather of Woodbury G. Langdon, married Dorothea Astor, and his mother was a daughter of Isaac Jones, of New York, and a granddaughter of John Mason, president of the Chemical Bank.

Mr. Langdon was educated in France and Switzerland, and it was his intention to follow his father's occupation as an artist. But on his return home he became interested in various philanthropic enterprises, to which he devoted his whole time and energies, with the exception of that required in the management of his mother's estate.

He was elected a trustee of the Sheltering Arms in 1872, and was its treasurer for more than fifteen years. He was elected trustee of the Hospital and House of Rest for the Consumptive in 1871, and had been for many years first vice-president and then president of the Institution. He was made trustee of the General Theological

Seminary in 1880, and was for three years its treasurer. With Dean Hoffman he became interested in the Assyrian Mission work in connection with the Archbishop of Canterbury's Mission to the Nestorians, became the treasurer and secretary of that committee for many years, and supported liberally its activities. During the Great War became the treasurer and secretary of Assyrian and Armenian Relief Committee and paid its entire expenses for two years. He was also a member of the American Committee for Relief in the Near East. He was a trustee of the Children's Fold, Protestant Episcopal Society for the Promotion of Religion and Learning in the State of New York, and had been at various times a trustee of St. Luke's Hospital, the Samaritan Home for the Aged, the House of the Good Shepherd, Rockland County. He was a member of the Church of the Incarnation, of the Church Club, of the Young Men's Christian Association, American Geographical Society, New York Historical Society, Archaeological Society of America, and American Numismatic and Archaeological Society. He was an earnest Christian worker, and his motto was "Work while it is day, for the night cometh when no man can work."

Mr. Langdon married, in 1882, Sophie Elizabeth, daughter of the Rev. Henry E. Montgomery, for many years rector of the Church of the Incarnation, New York, and had six children: Mrs. Barrett P. Tyler, Mrs. Thomas Ellis Brown, Montgomery, Dudley, Woodbury G., Jr., and John Langdon.

He died April 20th, 1919. Mr. Langdon was a man of great personal charm, a philanthropist, a lover of mankind, his sympathetic heart found interest in every movement for the good of humanity. He was a true follower of Christ and tried to live up to his precepts.





J. G. Schuchter



## Jacob Godfrey Schmidlapp



**JACOB GODFREY SCHMIDLAPP** was born in Piqua, Ohio, September 7th, 1849; son of Jacob Adam and Sophia F. Haug Schmidlapp. After receiving his education in the public schools of Piqua he went to Memphis, Tennessee, as cashier for B. Lowenstein & Brothers, and later on opened a cigar store, which he conducted six years, when he became interested in distilling enterprises.

In 1874 he moved to Cincinnati and organized a large malting concern, and shortly after entered the banking business. He organized the Union Savings Bank and Trust Company, in a modest way, as a side issue to the Export Storage Company. The bank grew rapidly under his presidency, and after ten years the bank's large resources permitted it to build the first "skyscraper" in Cincinnati, and today it is one of the great financial institutions of the Middle West.

Mr. Schmidlapp was interested in many large enterprises. He was trustee of the American Surety Company, director of the Equitable Life Assurance Society, the Baltimore and Ohio Railroad Company, the Degnon Contracting Company, the Degnon Realty and Improvement Company, the Queens Place Realty Company, the Electrical Securities Corporation, the Montana Power Company, the White Rock Mineral Springs Company, the Clifton Springs Distilling Company, the Champion Fibre Company, the Monitor Stove and Range Company, and chairman of the Board of Directors of the Union Savings Bank and Trust Company.

Mr. Schmidlapp was much interested in educational and philanthropic institutions in Cincinnati. He was a trustee of the College of Music, the Cincinnati Law School, the Art School, May Festival Association, and the McCall Colored Industrial School. He was president of the Cincinnati Model Homes for Wage Earners, and was formerly treasurer of the Cincinnati Bureau of Municipal Research and of the Red Cross Endowment Fund, Cincinnati Branch. The cause of international peace and arbitration was one for which Mr. Schmidlapp labored for years. He was a director of the Carnegie Peace Fund and treasurer of the American Society for the Judicial Settlement of International Disputes.

His gifts to the public was a library and memorial monument to his native city, Piqua, and three large benefactions to Cincinnati, the magnificent annex to the Art Museum and the Schmidlapp Gallery in the Art Museum, the dormitory of the College of Music and the Charlotte R. Schmidlapp Bureau for Girls.

Mr. Schmidlapp was especially proud of Washington Terrace, Walnut Hills, which consists of more than four hundred model homes built by him for negroes, in whose welfare he was deeply interested. His model homes form the most outstanding effort along this line in the country. His views were largely the same as those of Mr. Carnegie.

Mr. Schmidlapp was a member of the Commercial Club, the Queen City Club, the Manufacturers' Club, and the Business Men's Club, of Cincinnati; the Whitehall, Railroad, Manhattan, Bankers' Clubs and the Ohio Society of New York.

He married, in December 1877, Emelie Blake, of Cincinnati, and had six children. Only two survive: William Horace Schmidlapp, chairman of the Board of Directors

of the Monitor Stove and Range Company, and Carl J. Schmidlapp, vice-president of the Chase National Bank.

Mr. Schmidlapp died December 18th, 1919. He was one of the foremost citizens of his time. He was a true philanthropist. While not endorsing fully the views of Mr. Andrew Carnegie in his "gospel of wealth," he had disposed of most of his property during his life for philanthropic purpose. One million dollars, almost his entire estate at the time of his death, was left to a group of trustees, who are at liberty to use the income for charity as they see fit: To relieve distress and suffering; to help those who need help to "get on their feet." Mr. Schmidlapp represented American manhood in the ideal—courage, honesty of purpose, simplicity and the power of preserving friendships. He has left a record after which the youth of America might well pattern their lives.

## Edwin Bradford Cragin

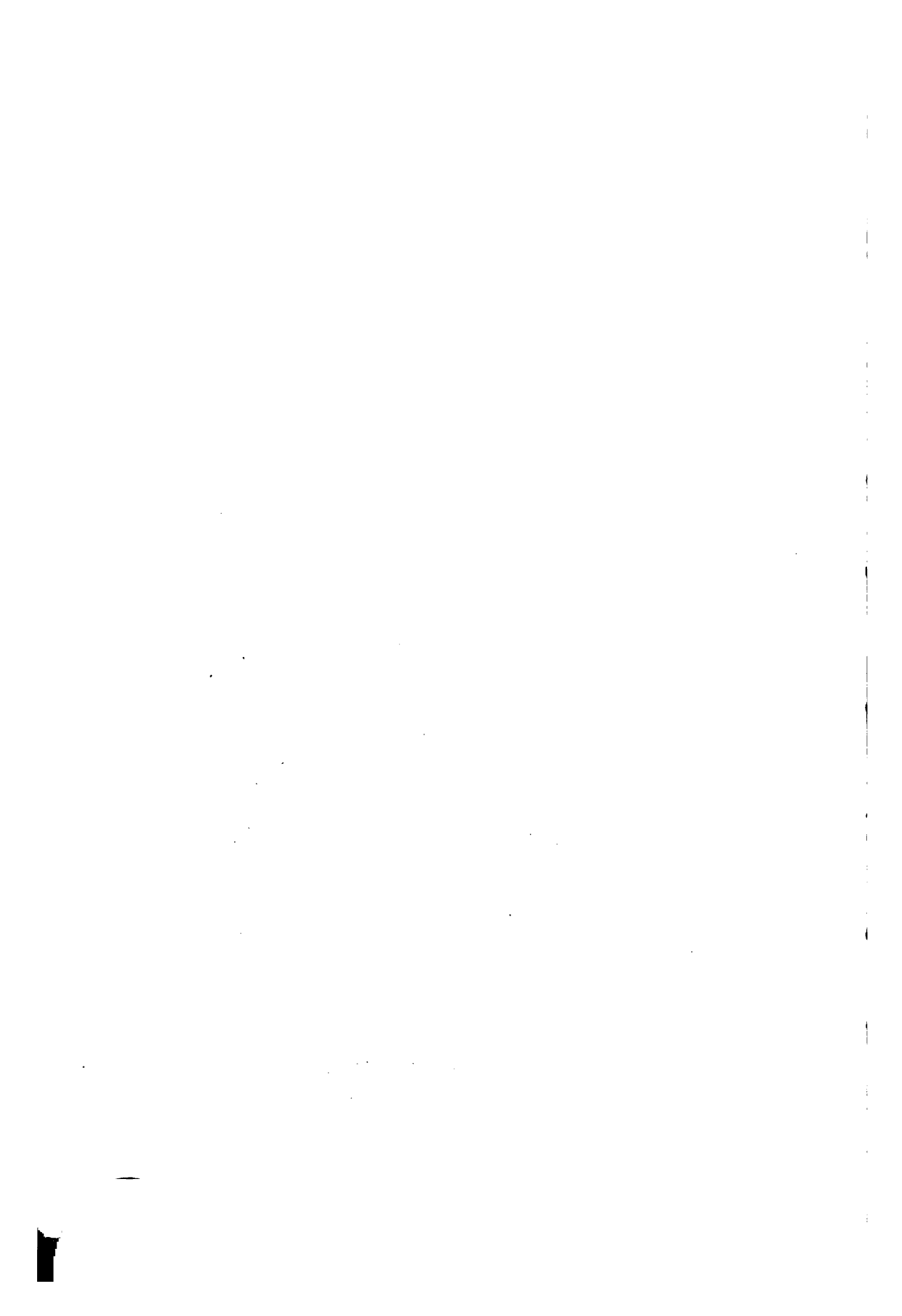


**EDWIN BRADFORD CRAGIN** was born in Colchester, Connecticut, October 23d, 1859; son of Edwin Timothy and Ardelia (Sparrow) Cragin, a descendant of John Cragin, who came to this country in 1652, and settled in Woburn, Massachusetts, and on his maternal side he was a direct descendant of William Bradford, the first Governor of Plymouth. His early education was obtained at Bacon Academy, in his native town, and he was graduated from Yale University in 1882, and from the College of Physicians and Surgeons, New York City, in 1886, where he received the first Harsen prize for proficiency in examination. He served for eighteen months on the house staff of the Roosevelt Hospital, after which he began private practice in New York City, making a specialty of gynecology. In July, 1888, he was appointed assistant gynecologist to the out-patient's department of Roosevelt Hospital, was made attending gynecologist to that department the following November, and assistant gynecologist to the hospital proper in June, 1889. He was assistant surgeon to the New York Cancer Hospital from 1889-93, resigning the position in the latter year, owing to pressure of work.

He became secretary of the College of Physicians and Surgeons in 1895, and held that office for four years, when he became Professor of Obstetrics, and in 1904, Professor of Gynecology. He was attending obstetrician and gynecologist, Sloane Maternity Hospital, consulting obstetric surgeon, City Maternity, Italian and New York Nursery and Child's Hospital, and consulting gynecologist, Presbyterian, Roosevelt, Lincoln of New York, and St. Luke's



Edwin B. Craigie




Hospital of Newburgh, N. Y., and New York Infirmary for Women and Children.

Dr. Cragin contributed numerous articles to medical journals, and is the author of "The Essentials of Gynecology," "Practice of Obstetrics," and co-author of "The American Text Book of Gynecology." He was vice-president of the New York Academy of Medicine, and a member of the New York Obstetrical and American Gynecological Societies, the New York Medical and Surgical Society, the Medical Association of Greater New York, the American Medical Association, and the American College of Surgeons; and a member of the University, Yale and Barnard Clubs.

He married, May 23rd, 1889, Mary Randle Willard, daughter of the Reverend Samuel G. Willard, a member of the corporation of Yale College and trustee of the State Hospital for the Insane at Middletown, and Cynthia Barrows Willard, a descendant of Major Simon Willard, who came to this country in 1634 and settled at Concord. Colonel Daniel Willard, great-grandfather, served in the Revolutionary War; and on her maternal side, from Robert Barrows and Edmund Freeman, who came to this country in 1635, in the ship "Abigail." Frederick Freeman, great-grandfather, served in the Revolutionary War at Lexington. Dr. and Mrs. Cragin had three children: Miriam Willard Cragin, Alice Gregory, wife of Dr. Raymond W. Lewis, and Edwin Bradford Cragin, Jr.

Dr. Cragin died October 21st, 1918. He was highly esteemed and respected by his medical associates for his professional knowledge and ability. He was the dean of New York's obstetricians. His mind, vigorous and active, was dominated by a large intelligence, which recognized the highest claims of professional duty and citizenship.

## Harry Clay Hallenbeck

ARRY CLAY HALLENBECK was born at Brooklyn, New York, April 8th, 1853; son of John Johnson and Anna Kelley Hallenbeck. He was educated at Claverick and Amherst.

After leaving college he became associated with his father in the printing house of Wynkoop & Hallenbeck. In a short time he not only mastered the printers' art but became a builder of big business. Under his direction large presses were installed; contracts for printing were made with the Government, railroads and other large institutions. Branch plants were established in Albany and Lansing, Michigan. The firm soon became one of the largest printing establishments in the country. The firm was incorporated in 1895 under the name of Wynkoop, Hallenbeck, Crawford, and Mr. Hallenbeck was made president.

He displayed remarkable ability as an organizer and business executive, with an astonishing capacity for affairs. He organized the Hallenbeck Realty Corporation, and in order to have better and more extensive facilities for his rapidly increasing business, and to house new and additional equipment, a modern sixteen story building was erected under his personal supervision. Mr. Hallenbeck designed the structure to fit the needs of an up-to-date printing plant, embodying every feature conducive to modern methods. It is a memorial to Mr. Hallenbeck's ingenuity.

He was State Printer at one time for the State of New York, and at the time of his death was State Printer





*W. C. Haverhill*



for the State of Michigan, handling large Government contracts with signal success.

He was a prominent real estate operator, and a member of the Real Estate Board of New York. As an organist he possessed wonderful talent. He was at one time organist of Henry Ward Beecher's Church in Brooklyn, and at his Montclair residence he installed one of the finest pipe organs in the country. He was also an expert billiard player, and was at one time amateur champion of the State.

Mr. Hallenbeck was the owner of "Adams Express." No horse in the world surpasses this one in a consecutive line of great winners and great winning sires. He was bred from the male line of "Eclipse," foaled 1764 through "Waxy," "Whalebone" (who were Derby winners) and "Sir Hercules," "Bird Catcher," "The Baron," and "Stockwell," the last two being winners of the St. Leger. All of the sires above named were five Derby winners, and five were St. Leger, the only exception being that of "Whalebone," who got three Derby winners, and his two brothers, "Whiskers" and "Woful," got the St. Leger, the latter also getting two winners of the "Oaks" at Epsom. The real features of his breeding are that he comes from the best branch of "Stockwell" blood and through a grandsire which headed the Sires' List in France at eight years old, a condition without a parallel, and on his dam's side he traces directly back to the only American horse that ever won a Derby at Epsom or a St. Leger at Doncaster. Mr. Hallenbeck's son, Mr. John J. Hallenbeck, presented this marvelous horse to the United States Government at the outbreak of the war for breeding purposes, and immediately after the gift this horse won the blue ribbon at the Madison Square Garden Horse Show and Chicago Horse Show.

Among other famous horses in Mr. Hallenbeck's stable was "The Finn," winner of nineteen races. Among them the Belmont Handicap, Withers Stakes, Hamilton Derby, Southampton, Huron, Manhattan (twice), Baltimore, Elliott City, Dixey, Metropolitan, Champlain, Merchant & Citizens, Chesterbrook and Havre de Grace Handicaps. "The Finn" was the leading three-year-old of 1915, and one of the best race horses produced in this country, and raced during his two, three, four and five year old form, winning each year and meeting and defeating the fastest and best horses of these different years. Mr. Hallenbeck built a private race track at his country estate, "Meadowbrook Farm," at Shrewsbury, New Jersey, which was complete in every detail, and there his horses were trained until the racing season. He also specialized in pure blood Guernsey cattle, and the fame of the "Meadowbrook Dairy" became state-wide.


Mr. Hallenbeck had been interested in politics, and at one time was Councilman-at-Large for the Town of Montclair, which corresponds to the present office of Mayor. In his early days he was an enthusiastic yachtsman and owned a handsome steam yacht, "The Montclair."

His clubs numbered among others the New York Yacht Club, Atlantic Yacht Club, Shelter Island Club and the Hardware Club. He was a director of the Lanston Monotype Company, and numerous other corporations.

He married, April 18th, 1877, Elizabeth Clark, daughter of Judson and Zilphia Neal Fassett Coleman, of Bath, Maine. She was a descendant of Thomas Clark who came over on the "Mayflower." Mr. and Mrs. Hallenbeck had three children: Harry C., and Alene, deceased, and John J. Hallenbeck.

**Mr. Hallenbeck died April 11th, 1918. He was one of the most prominent figures in the ranks of New York printerdom; a progressive, alert, far-seeing business man of remarkable executive ability, who was successful in all of his undertakings. He was a versatile sportsman, a lover of music, and a generous supporter of all worthy objects. His personal characteristics commanded the respect of all who came in contact with him.**

## George Elmer Blakeslee

EORGE ELMER BLAKESLEE was born at Bridgeport, Connecticut, March 23rd, 1873; son of John and Adelaide Howe Blakeslee. He was educated in his native town, and in 1893 moved to Jersey City. He engaged first in the bicycle business, and when the automobile made its appearance he was among the first to realize the future of the industry. As the bicycle craze died out he swung his following and business into the automobile field and rapidly became a power in New Jersey automobile circles. He was the oldest Cadillac distributor in point of service and president of the Cadillac Old Guard. He was president of George E. Blakeslee, Incorporated. As a merchandizer of automobiles he was among the best in the country. He was the father of the Good Roads project in New Jersey, and initiated the movement that is now resulting in the establishment of a comprehensive State Highway system. He laid out the route and posted the signs for the Lincoln Highway from 42nd Street to Trenton.

He was one of the organizers of the Edward I. Edwards boom for the Governorship, and contributed very greatly to the victory of the Governor-elect in November, 1919, in the face of heavy odds. His conduct of the campaign showed the depth of his originality. The finest tribute to Mr. Blakeslee's talents came in the Fall of 1916, when the electorate of New Jersey crowned his Good Roads campaign with success by adopting by a majority of eighty-seven thousand the Good Roads Act that he had done so much to get through the Legislature. He was



*Edw. Blahnik*





Highway Commissioner, president of the Hudson County Boulevard Commission, one of the founders of the Automobile Club of Jersey City, a director of the New Jersey Automobile Trade Association and a member of the Automobile Club of America. He was president of the Crescent Automobile Company of Jersey City and formerly president of the Rotary Club of Jersey City. He was also a member of the Jersey City Chamber of Commerce.

Mr. Blakeslee was active in club and fraternal circles. He was a director of the Jersey City Club and the Carteret Club. He was a member of Bergen Lodge, F. & A. M.; Salaam Temple, Mystic Shrine, the Scottish Rite Masons, the Jersey City Lodge of Moose, and president of an organization of newspapermen and political figures known as The Slugs.

He was deeply interested in athletics, and was one of the founders of the Detroit Athletic Club, Detroit, Michigan. In 1894-95-96 he was the champion one-mile bicycle rider of the State of New Jersey. His business success enabled him to indulge in many quiet charities. At Christmas time, although his condition was then considered serious, he was able to direct the arrangements for the usual Christmas dinners to the poor of Jersey City.

He married, April 23rd, 1894, Louise, daughter of Andrew and Hannah Downs, and had three children: George Elmer Blakeslee, Jr., who died at the Officers' Training Camp at Jacksonville, Florida, October 2nd, 1918, Louise and Franklin Blakeslee.

Mr. Blakeslee died January 10th, 1920. His virile temperament, his masterful will, his eager, energetic brain, his independent imagination, made of him a unique personality, which exerted a striking and stimulating influence upon the political affairs of New Jersey. Mr. Blakes-

lee believed and exemplified the Gospel. "Service, not self. He profits most who serves best." He was a vigilant and valiant defender of what he thought was for the public good, and was entirely free from mercenary motives in anything he advocated. His associates in business learned to lean on him, having the highest regard for his judgment. His career was a notable example of the "strenuous life" rightly directed.

## Charles Francis Donnelly



**CHARLES FRANCIS DONNELLY** was born in Athlone County, Roscommon, Ireland, October 14th, 1836; son of Hugh and Margaret Conway Donnelly. In 1837 the family went to Canada and settled in St. John, New Brunswick, where the boy was educated in private schools and at the New Brunswick Presbyterian Academy. In 1848 he removed with his parents to Providence, Rhode Island. He studied law in the office of Honorable Ambrose A. Ranney, of Boston, and at the Harvard Law School, and was graduated with the degree of LL.B. in 1859. He was admitted to the Suffolk County Bar in September of the same year and at once entered upon the practice of his profession.

During 1860-62 he lived in New York City, where he came in contact with men eminent in law and letters. He became known as a writer on educational topics, especially as these affected Catholic citizens. In New York his literary work was published in the "Knickerbocker Magazine," and other secular journals, over the pen name of Schuyler Conway.

His law practice in Boston soon brought him into prominence. In 1888 he was engaged by the Catholics to advocate and defend, before the Legislature, the right to establish parochial schools, and the right of parents to choose them for the training of their children. The result was a victory for the Catholics of Massachusetts. Mr. Donnelly had long been a member of the Charitable Irish Society, and was for several terms its president. He was one of the founders of the Home for Destitute Catholic

Children, and was connected with the administration of State charities for twenty-five years. Many important bills were adopted during his administration, including the subjecting of dipsomaniacs to the same restraint and treatment as lunatics.

Mr. Donnelly was a student of the English classics and of the early lore and history of Ireland, and was deeply interested in the literary movement of the Irish renaissance.

He married, September 21st, 1893, Amy Frances, daughter of James and Mary Donnelly Collins.

Mr. Donnelly died January 31st, 1909. He gave most of his time, thought, and labor to the public welfare.

## Joseph Peene



**JOSEPH PEENE** was born in Yonkers, New York, July 26th, 1845; son of Joseph and Caroline Augusta Garrison Peene. He was educated in a private school on Locust Hill Avenue, Yonkers. His father had been established in navigation projects on the Hudson River and in 1874, Joseph, with his two brothers, George and John Peene, the latter one-time Mayor of Yonkers, took over the transportation business, which was founded by his father in 1857. Joseph Peene, Sr., had been engaged in river transportation with his brother-in-law, Hyatt L. Garrison. They owned several boats, which made weekly trips between Yonkers and New York. In 1864 Mr. Garrison withdrew from the firm. Joseph Peene, Jr., and his brothers added new boats to the line until it grew to be a small fleet of freighters.

In 1894 the firm was incorporated under the name of the Ben Franklin Transportation Company, and Joseph Peene became treasurer, and upon the death of John Peene, in 1905, he became president and treasurer of the corporation. He was a member of the Chamber of Commerce, the New York Athletic, Larchmont Yacht, Fleetwood Driving Pack and Suburban Riding and Driving Clubs.

He married, November 25th, 1875, Elenore Jane, daughter of John and Mary Matilda Lamb Brewer, and had six children: Mrs. Ella Cunningham, Mrs. Mary Lawrence, Grace, Chester Arthur, William Richard, and Frank Peene.

Mr. Peene died December 20th, 1918.

## John White Treadwell Nichols



JOHN WHITE TREADWELL NICHOLS was born in Brighton, Massachusetts, October 30th, 1852; son of George Nichols, a publisher of literary taste and ability, and Susan Farley Treadwell Nichols. The founder of the family in this country, Thomas Nichols, settled in Salem in 1635. Ichabod Nichols was one of the Committee of Salem, who built the Constitution and presented it to the Government.

John W. T. Nichols spent his boyhood in Cambridge, Massachusetts, and went to work in the woolen business in Boston at the age of fourteen years, poor eyesight preventing him continuing his studies. In 1884 he came to New York and became a member of the cotton goods commission house of Minot Hooper & Company, of which he became the senior partner.

In 1906, when on board a steamship bound for Europe, he first read the report of the San Francisco earthquake. He sent a post card back by the pilot urging his firm to extend credit to all customers within the stricken district. It was immediately done and the example was largely followed by the trade, greatly helping financial conditions.

He was the first one in his neighborhood to establish a rest room for the women employees of his firm, and was deeply interested in employment for the blind and near-sighted. At one time he had installed in his office a telephone switchboard, with bells instead of lights, enabling a girl who was nearly blind to operate it. He was also interested in the advancement of his employees, fre-

quently urging men to leave his company when there seemed better opportunities for them elsewhere, and many who had received their early training with him later became prominent in the cotton goods trade.

He was an extensive traveler, and had made several trips through Asia Minor and the Balkans. He was a member of the Century Association, Merchants' Club and Explorers' Club of New York and the Union Club of Boston.

He married, in 1876, Mary Blake Slocum, of Jamaica Plain, Massachusetts, and had six children: Mrs. Mansfield Estabrook, Mrs. Edwin P. Taylor, Jr., Susan Farley Nichols, George Nichols, John Treadwell Nichols and William Blake Nichols.

Mr. Nichols died April 25th, 1920. He leaves a record and example which any man of business may well be proud to emulate.

## Frederick Gilbert Bourne



FREDERICK GILBERT BOURNE was born in Boston, Massachusetts, in 1851; son of the Reverend George Washington and Harriett Gilbert Bourne. He was educated in the public schools of New York and early in life entered upon a business career, his first position being with the Atlantic Submarine Wrecking Company, in 1865. Later he became secretary to Edward Clark, of the Singer Company, and in 1882 he became manager of the Clark estate. In 1885 he was elected secretary of the Singer Manufacturing Company, and in a few years was advanced to the presidency of the corporation. He was a director of the Aeolian Company, the Atlas Portland Cement, Babcock & Wilson, Bourne & Son, Limited, of New Jersey; City and Suburban Homes, Knickerbocker Safe Deposit, Long Island Motor Parkway, Long Island Railroad, Bank of Manhattan Company, New York and Long Branch Railroad, the New Theatre, Safe Deposit Company of New York, and the Central Railroad of New Jersey.

Despite his intense activity in commercial life Commodore Bourne found time to devote to sports. Always an ardent lover of yachting, he purchased the steam vessel "Maria" and later on the "Diana." Another noted yacht of his was "The Little Sovereign." The Commodore transferred his affections to motor boating, and at various times owned the "Dark Island," named for the island he owned in the Thousand Isles; the "Express" and the "Stranger," with which he won the Frontenac Cup in 1907. In 1907 he cruised with Sir Thomas Lipton on board the latter's





*Frederick Gilbert Bourne*

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yacht "Erin," and was active in building cup defenders to compete with the noted English yachtsman.

His princely home on Long Island represented the last word in magnificent construction; situated in the center of two thousand acres, surrounded by more than twelve thousand especially placed trees, with a canal for pleasure boating and docks for yachts and a lighthouse for their guidance, little was left to be desired. Not content with this architectural triumph, Commodore Bourne purchased Dark Island in the Thousand Isles, and at immense cost and with extreme labor, including the bringing of thousands of tons of soil from Canada for filling, he constructed there what was locally known as "The Castle of Mysteries." The name came from queer towers and mysterious passageways, secret tunnels to the two docks and secret panels leading far beneath the surface of the earth.

He was a member of the New York Chamber of Commerce, Metropolitan Museum of Art, Racquet and Tennis, Metropolitan, New York Athletic, Automobile, Jekyl Island, New York Yacht, Seawanhaka-Corinthian Yacht, South Side Sportsman's, Westwood Golf, and Robin's Island Clubs. He was Commodore of the New York Yacht Club from 1903-6.

He married, February 9th, 1875, Emma Keeler, daughter of James Rufus and Mary Louise Davidson Keeler. Their surviving children are Arthur Keeler, Alfred Severin, George Galt, Kenneth, Howard, Marion and Marjorie Bourne and Mrs. Ralph Strassburger and Mrs. Anson W. Hard.

Commodore Bourne died March 9th, 1919. He led throughout almost his entire career a very active life, both in the worlds of finance and sport. The last public mention of his activities chronicled a gift of \$500,000 to the Choir School of the Cathedral of Saint John The Divine.

## Frederick Michael Shepard



**F**REDERICK MICHAEL SHEPARD was born in New York City, June 6th, 1865; son of Frederick Michael and Annie Clarissa Rockwell Shepard, a descendant of Governor William Bradford, of the "Mayflower." His son was William Bradford, who married Alice Richards and had Meletiah Bradford; she married John Steele and had Bethiah Steele; she married Samuel Shepard, and their son was Deacon John Shepard, who married Rebecca Seymour, and their son was Colonel James Shepard; he married Abigail Andrews Andrus, and had John Andrews Andrus Shepard, who married Margaret Jane Mills, and their son was Frederick Michael Shepard, who married Annie Clarissa Rockwell.

Mr. Shepard was educated in his native town, and entered business with his father. He became president of the Goodyear Company, June 6th, 1913, shortly after the death of his father, Frederick M. Shepard, who had helped to organize the company in 1872 with Joseph A. Minott. While supervising the affairs of this company the younger Mr. Shepard took charge as president of several subsidiary concerns, acting in that capacity for the Union India Rubber Company, which was organized by his father in 1853; the Rubber Clothing Company, Lambertville Rubber Company, Orange Water Company, and the East Orange Safe Deposit and Trust Company.

Mr. Shepard was a member of the Aldine Club of New York, and a communicant of the Christ Episcopal Church of East Orange, New Jersey.

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*F. M. Shepard*



He married, July 20th, 1882, Mary Isabel Condit, daughter of General Joseph A. Condit, and Harriet Newell Mooney Condit, and had four sons: Frederick M., Newell C., Kenneth A., and Thomas R. Shepard. There are five grandsons: Frederick M., Rogers Simms, Kenneth L., Joseph Condit, and Thomas R. Shepard.

Mr. Shepard died September 17th, 1919. He stood as an example of successful, conscientious and unselfish devotion to the best interests of the community in which he lived. He shirked no duty and sought no material reward save the consciousness of having done his part. He was a practical philanthropist. In a quiet, unobtrusive way he conducted his charitable works. A friend of education and culture, and a pillar of religion and charity, he fully exemplified the best ideals of manhood and Christian character.

## Richard Olney

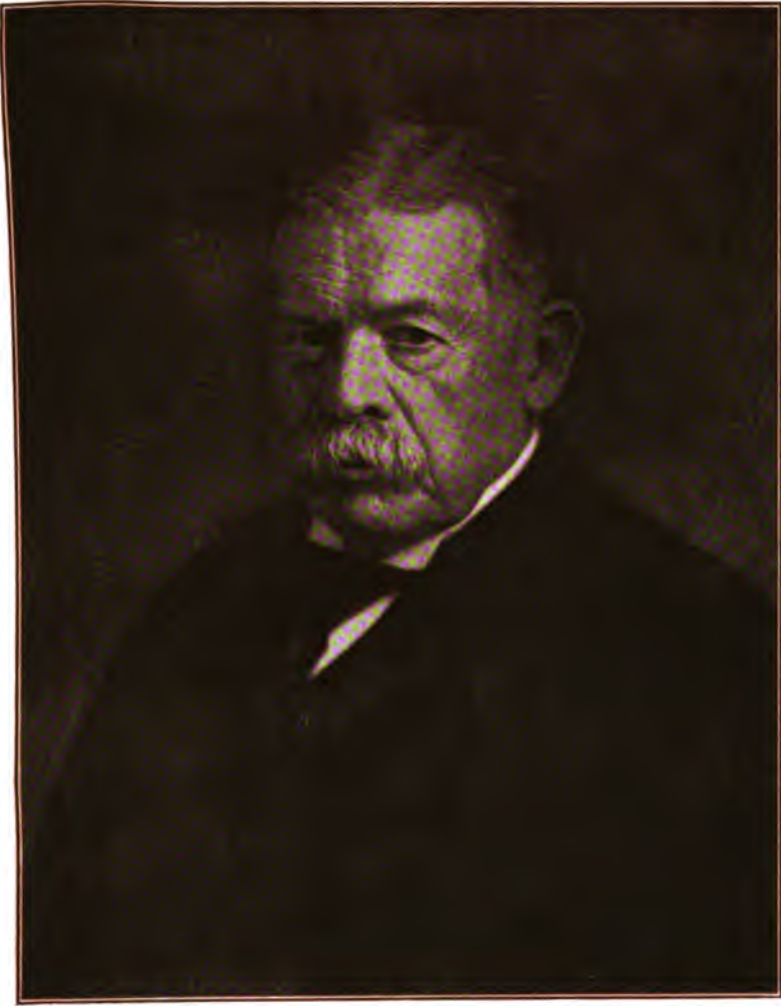


**R**ICHARD OLNEY was born in Oxford, Massachusetts, September 15th, 1835; son of Wilson Olney, a textile manufacturer and banker, and Eliza Butler Olney. He was descended from Thomas Olney, who came to this country in 1635 from St. Albans, Hertfordshire, England, and settled in Salem. He was an adherent of Roger Williams and was one of the founders of the Rhode Island and Providence Plantations, and was the founder of the Baptist Church in America.

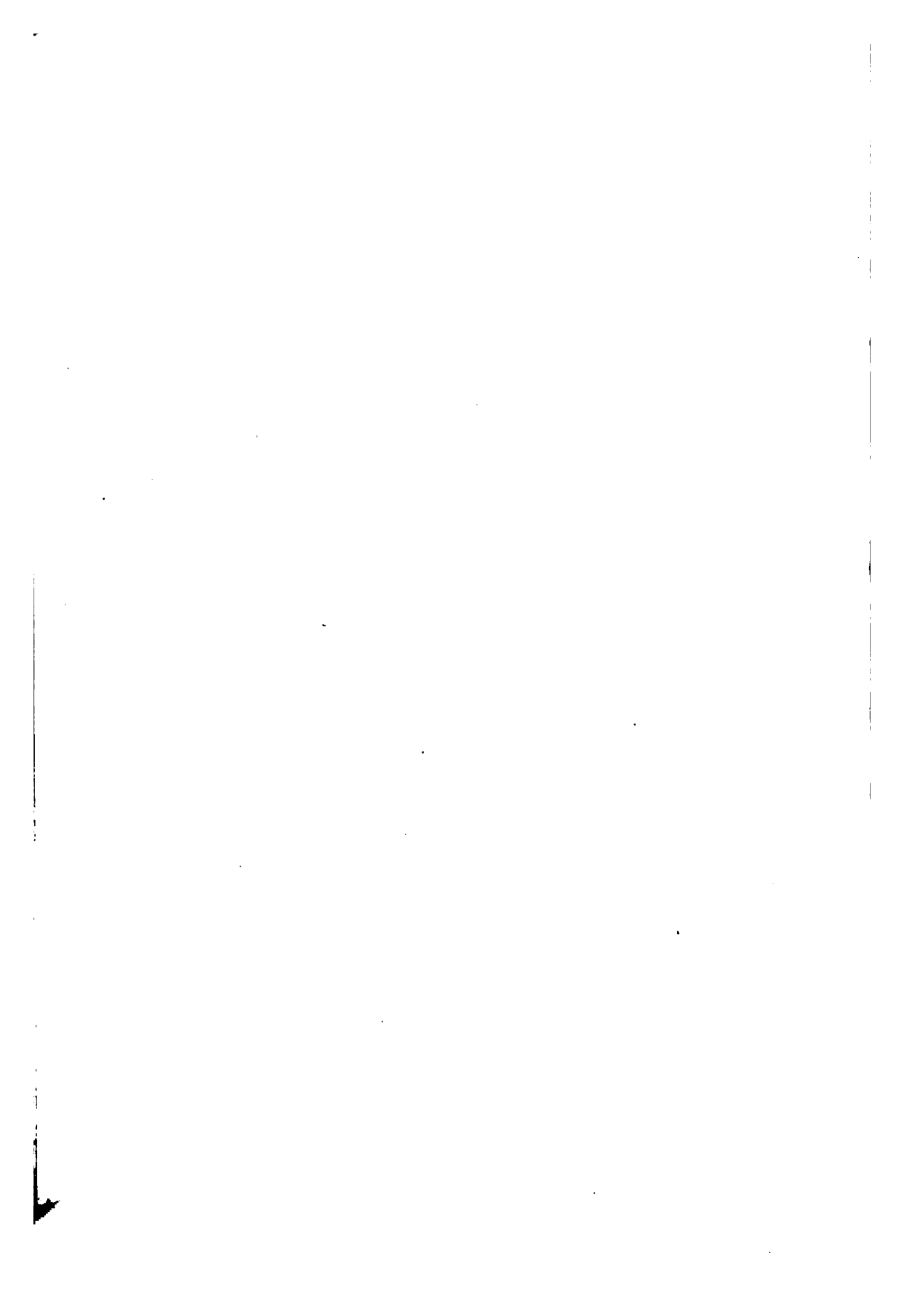
Richard Olney, on his maternal side, was a descendant of Andrew Sigourney, a French Huguenot, who came to America in 1687, upon the revocation of the Edict of Nantes, and was one of the first settlers of Oxford, Massachusetts. He was educated at Leicester Academy and was graduated from Brown University, in 1856, with high honors, being class orator. He then went to the Harvard Law School, and two years later received his degree of Bachelor of Laws. He was admitted to the Bar in 1859. He became associated with Judge Benjamin Franklin Thomas. He soon made a name for himself and won high place as an authority on matters of probate, trust and corporation law.

He became a power in politics, and was sometimes referred to as the "Silent Statesman." His political life began when he was elected to the Massachusetts House of Representatives in 1874. He served one term and would not accept a renomination. In 1876 he was the Democratic candidate for Attorney-General of his State.





*Richard Olney*



He gave himself up to the private practice of law for the next twenty years. He was more than once offered an appointment as Supreme Court Justice of Massachusetts, but he declined the honor, and the next public office he held was Attorney-General of the United States under President Cleveland.

Upon retiring from official life, in 1897, Mr. Olney resumed the practice of the law in Boston. He occasionally published articles and made addresses upon public questions. In 1898 he delivered a striking address at Harvard on "International Isolation of the United States," and in 1900 he published a clear and strong article upon "Growth of Our Foreign Policy." In the campaign of 1900 he advocated the election of Mr. Bryan. In 1906 Mr. Olney was the leader of the policyholders in their fight against the New York and Mutual Life Insurance Companies. He was the choice of the Democrats in the Massachusetts Legislature for United States Senator in 1901. When, in 1904, he permitted the presentation of his name to the Democratic National Convention as a candidate for the Presidential nomination he received thirty-eight votes, including the solid support of the Massachusetts delegation.

President Wilson, in 1913, offered him the post of Ambassador to the Court of St. James, but he refused it. He was active in the repeal of the "free tolls" provision of the Panama Canal Act, and took an active part in Mr. Wilson's second campaign.

In May, 1914, President Wilson offered him the appointment of Governor of the Federal Reserve Board, but he declined it. He did, however, accept appointment, in 1915, as American member of the International Commission under the treaty between the United States and

France. His public utterances always commanded thoughtful attention and attracted widespread comment. His counsels were eagerly sought and listened to by the members of the Democratic party.

Mr. Olney was one of the greatest Secretaries that ever held the portfolio of the State Department. His methods were those of a strong and well equipped lawyer rather than of the politician, and he gained reputation in his office by his intellectual strength and sturdy purpose.

Disregarding the warnings that a rigid maintenance of the Monroe Doctrine might plunge the United States into war with Great Britain, Secretary Olney and President Cleveland carried out their own ideas of diplomacy. In the famous note he sent to Lord Salisbury, British Secretary of State for Foreign Affairs, Mr. Olney insisted upon the right of the United States to intervene in questions affecting the territorial integrity of South American countries. As a result of his firmness Great Britain receded from her position of refusing to arbitrate the dispute and another strong precedent in support of the Monroe Doctrine had been established. Another act of Mr. Olney was the settlement and collection from Spain of the Mora claim, in which many administrations had been unsuccessful.

During the great Chicago railroad strike and the subsequent riots he upheld the right and duty of the Federal Government to employ troops to stamp out disorder and move the mail trains. In refutation of the charges that his attitude indicated his hostility to labor unions, Mr. Olney, in a special brief, filed in United States Court in Pennsylvania, upheld the right of labor to organize in the case of a railroad trainmen's strike on the Reading Railroad, only five months after the end of the Chicago strike. Mr. Olney at this time urged that all labor troubles be arbitrated.

In 1895 Mr. Olney, at the request of the Chairman of the Committee of Labor of the House of Representatives, examined into labor conditions, and he gave valuable suggestions, indorsing the principles of mediation and arbitration, and he drafted the bill dealing with labor matters that was passed by the House.

Mr. Olney received the honorary degree of LL.D. from Harvard and from Brown in 1893 and from Yale in 1901. He was a member of the Massachusetts Historical Society, the American Philosophical Society, a former regent of the Smithsonian Institute, a trustee of the Peabody Education Fund, and president of the Franklin Foundation.

He married, in 1861, Agnes F. Thomas, daughter of Benjamin F. and Mary Ann Thomas, and had two children: Mrs. George R. Minot and Mrs. Charles H. Abbot.

Mr. Olney died April 8th, 1917. He possessed the old Puritan irony, its resolution, doggedness, steady courage, public spirit; its strength, tenacity, and the power to hit, accompanied with a capacious and crystalline intellect. He focussed his thought upon a law case, a constitutional question, and international question. He made the marrow of the situation, the essence of the facts and the law, absolutely clear. He stated the case plainly, luminously, dynamically, without fat of rhetoric, but with a bony structure visible to every eye. He reached his conclusions carefully. Then he hammered them in; and the court, the country, the world, as the case might be, was never in doubt of his meaning. He was one of the most uncompromising characters in our history. He cared nothing for consequences. He was above popularity or unpopularity. What is the fact? What is the law? What is the right? That was all he wanted to know.

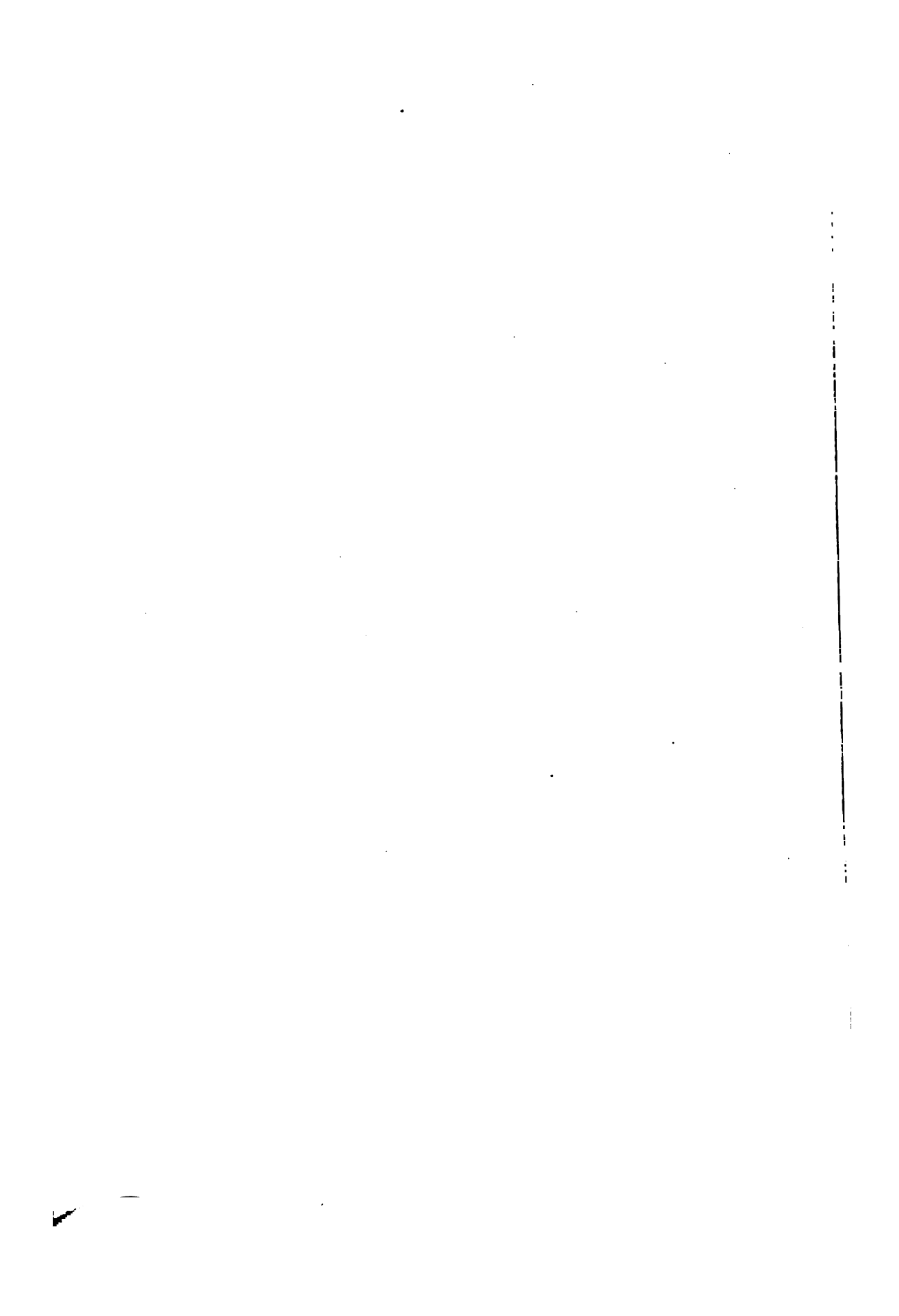
## Henry Parker Quincy



**HENRY PARKER QUINCY** was born in Boston, Massachusetts, October 28th, 1838; son of Edmund and Lucilla Pinckney (Parker) Quincy, a descendant of the Quincy family, which has given to the country statesmen, jurists, and scholars whose names are among the greatest in American biography. He was educated at a public school in Dedham, Mass., and Dixwell's private school in Boston, and was graduated at Harvard College in 1862. He began the study of medicine with Professor Wyman, of Cambridge, Mass., and completed his course at the Harvard Medical School, where he was graduated M. D. in 1867. He spent the next four years in Europe, studying at the leading medical schools in Vienna, attending the leading European clinics. After his return from Europe he was appointed professor of histology at the Harvard Medical School, a position which he held for twenty years. The teaching of histology constituted the chief life work of Dr. Quincy. "At the beginning of his long period of service," said Professor Minot, of Harvard, "histology was barely recognized. The study was not required, the only equipment was a few inferior microscopes, and his only work-place was a corner allotted to him in the physiological laboratory of the old building on North Grove Street. When he retired in 1898 he left a large, well-equipped laboratory, giving a required course in histology, attended by over two hundred students." The value of his work to the cause of medical science is obvious. Dr. Quincy was a man of independent means, but he chose an exacting career, and devoted himself systematically and



*Henry Parker Quincy*





untiringly to a work for the advancement of his profession. He contributed liberally to educational, philanthropic and religious institutions, and was actively interested in every movement for the welfare of his fellow citizens. Dr. Quincy was a member of the Massachusetts Medical Society and the Norfolk District Medical Society, the Massachusetts Colonial Society, a warden of St. Paul's Episcopal Church, of Dedham, Mass., and a trustee of the Dedham Public Library. He was a member of the Parcellian, St. Botolph, Country, Tavern, Hasty Pudding and New Riding Clubs, the Bunker Hill Monument Association, the Boston Athletic Association and the Harvard Club of New York City.

He was married in Quincy, Mass., June 20th, 1877, to Mary, daughter of Charles Francis and Abigail Brooks Adams, a descendant of John Adams, and had two daughters: Dorothy and Elinor Quincy. Dr. Quincy died in Boston, Mass., March 11th, 1899.

## William Henry Baker



**WILLIAM HENRY BAKER** was born at Buffalo, New York, April 13th, 1855; son of Horace G. and Mary Frances (Conner) Baker. He was of English descent; one of his ancestors came from the Isle of Wight.

The family removed to Brooklyn, where he attended the public schools. He was very ambitious and at the age of thirteen he found employment in a law office in New York, and afterwards entered the service of a commission house. In July, 1870, he became office messenger for General Eckert, the general superintendent of the Eastern Division of the Western Union Telegraph Company. His gentlemanly manners and quick intelligence, combined with his capacity for work, soon advanced him to superintendent's clerk, in which position he had charge of the lines in Eastern New York and part of those in Vermont.

Colonel Albert B. Chandler was deeply interested in the capabilities of Mr. Baker, and assisted him very materially in his endeavors. He continued in various capacities in the service of the company, and, when Jay Gould secured control of the old Atlantic and Pacific Telegraph Company, Mr. Baker became transfer clerk, cashier and secretary of that company. In 1881 Gould secured control of the Western Union, and Mr. Baker returned to that company at the time of the consolidation of the telegraph interests, still retaining his position as secretary of the Atlantic and Pacific. In 1882 he was made secretary and treasurer of the American Electric Manufacturing Company, and shortly afterwards became active in financial



*W. H. D. Jones*



matters as a member of the New York Stock Exchange. In 1886 he became private secretary of Theodore N. Vail, the general manager of the Bell Telephone Company, and president of the Metropolitan Telephone Company, and by whom he was highly esteemed, both for his business qualifications and personal character.

In 1889 Mr. Baker was elected vice-president and general manager of the Postal Telegraph-Cable Company, in which position he served that company during the period of its greatest development, and greatly helped it to attain its present efficiency, resigning in May, 1907. The late Mr. John W. Mackay had great confidence in the ability of Mr. Baker, and valued him highly as a friend and associate. After a short vacation he resumed business relations with Mr. Theodore N. Vail, with the American Telephone and Telegraph Company, and on November 8th, 1911, became secretary of the Western Union Telegraph Company, from which position he resigned December 1st, 1916. During the years of 1910, and 1911 he was also vice-president of the American District Telegraph Companies of New York and New Jersey. For a number of years he was vice-president of the New York Quotation Company.

Mr. Baker was at one time president of the Magnetic Club, treasurer of Telegraphers' Mutual Benefit Association, and was one of the charter members of the Serial Building Loan and Savings Institution. At the time of his death, and for several years previous thereto, he was president of the Telegraph and Telephone Life Insurance Association. He was for many years a director of the Otis Elevator Company and a member of the Old Time Telegraphers' Association and associate member of the 14th Regiment of Brooklyn, Civil War Veteran Association.

He married, in 1877, Emma A., daughter of General Edward B. Fowler, who commanded Brooklyn's famous "Fighting Fourteenth" Regiment during the Civil War, and Annie (Cook) Fowler, and had one child: Ethel Chandler Baker, wife of Leroy Moody.

Mr. Baker died January 16th, 1918. He was one of the most popular men in the telegraph business, and was recognized throughout the world of the telegraph as a leader and stood in the first rank of the master minds of his line. His genial personality and sympathetic nature, his courteous manners, his natural fondness for electrical science, his tact in handling men, and his judgment in administering affairs intrusted to his care, were recognized by all who came in personal contact with him. His ever-ready open hand and appreciation of good service made him widely loved and respected by those who served him. He helped many to rise and was deeply interested in their advancement. His memory will long be cherished by his numerous friends and by those whose pathway he made brighter by his generosity.





*Benjamin Smith Harmon*



## Benjamin Smith Harmon



**B**ENJAMIN SMITH HARMON was born at Three Mile Bay, Jefferson County, New York, December 15th, 1859; son of the Reverend Gains N. Harmon, a Baptist clergyman, and Orpha Smith Harmon. He was prepared for college at Franklin Academy, Malone, New York, and was graduated from Dartmouth College in the Class of 1882. He then entered the Columbia Law School, graduating with the degree of LL.B. in 1885. He was admitted to the Bar the same year, and practiced alone and in association with Mr. John Chapman until 1891. He then joined forces with his former classmate and closest friend, Mr. Charles F. Mathewson, and they remained together in the practice of their profession for twenty-four years, and until death separated them. Associated with them until 1898 was Mr. Theron Strong, the firm being known as Strong, Harmon & Mathewson. From 1909 Mr. Louis C. Krauthoff was a co-partner in the firm, it being known as Krauthoff, Harmon & Mathewson. At all times Mr. Harmon and the firm of which he was a part had an important and lucrative practice, largely in the field of corporation law, and ever increasing as time went on.

Among the clubs and societies with which he was identified were: Phi Beta Kappa, Delta Kappa Epsilon and Phi Delta Phi fraternities; the Bar Association of the City of New York, the New England Society, the Sons of the American Revolution and the Pilgrims of New York. He also was a member of the Metropolitan Club, the Union League Club, the Racquet and Tennis Club, the

Automobile Club of America, the Westchester Country Club, the New York Yacht Club, the City, the Midday Club, the Rumson Country Club, the Sleepy Hollow Country Club, and the Apawamis Club.

He married, in June, 1897, Helen Lockwood Ketcham.

Mr. Harmon died October 14th, 1916. He possessed a legal mind, and equipped as he was with generous learning, legal and otherwise, he gave shrewd, safe and wise counsel in behalf of the many corporate and other interests in his charge. On his more personal side, his gentleness of disposition, combined with his firmness of conviction, purity of character, and generosity of heart, made him a charming counselor and friend.





*James Brown Stephens*

## James Brown Stephens



**JAMES BROWN STEPHENS** was born in Brooklyn, New York, May 8th, 1863; son of James Pierson and Emma Brown Stephens. He was educated in the public schools of Brooklyn, and at the age of fourteen entered the office of his father, who was the New York representative of Wood, Sherwood & Company, wire manufacturers. At an early age he displayed unusual business and executive ability and great directness of purpose. After a careful survey of the industrial field he finally decided to engage in the silk business and became a partner, in 1890, in Kaltenbach & Stephens, pioneers in the manufacture of exclusive narrow silk ribbons. When the firm was incorporated, in 1916, he was elected vice-president and treasurer. He was also treasurer of the General Insulate Company of Brooklyn, and director in the Manufacturers' National Bank, Security Savings Bank, and the Washington Trust Company of Newark, New Jersey.

Mr. Stephens was not only a builder of commercial enterprises but took an active interest in religious, educational and civic activities. His philanthropies were carried on in a quiet, unostentatious manner. His unselfish devotion to the best interests of the community in which he lived, and his sympathy with every cause for the betterment of his fellow man, marked him an exemplary gentleman. He was a book lover and an art connoisseur, and enjoyed life to the last by retaining an interest in all the real and good things of life.

He was a member of the Essex Club of Newark, the

Manhattan Club of New York, the Montclair County, Montclair Athletic and the Blooming Grove Hunting and Fishing Clubs.

He married, May 25th, 1898, Annie Ashley, daughter of Harvey Kelsey and Elizabeth Ashley Weeks, a descendant of Leonard Weeks, who came to this country from England in 1639 and located in New England. Mr. and Mrs. Stephens had two children: James Brown Stephens and Mabel Elsie Stephens.

Mr. Stephens died October 28th, 1919. He represented the highest ideals of American citizenship. His memory is held with reverence by all who came in contact with him.

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*James M. Feltman*



## James McCutcheon



**JAMES McCUTCHEON** was born at Ballywittcock, near the town of Newtownards, County Down, Ireland, March 29th, 1843; son of Andrew McCutcheon and Jane Milliken. He received his early education at Mountstewart near Newtownards. He went into business about 1858 with Mr. James Jamison, woolen draper, in the town of Newtownards. He came to the United States in 1860 and entered the linen business with his uncle, John Milliken, who owned a small shop at Astor Place and Broadway. Mr. Milliken retired in 1862 and Mr. McCutcheon became proprietor. In 1864 the store was moved to No. 845 Broadway. The firm then became James McCutcheon & Company, and the store has since been best known as "The Linen Store." In 1880 a larger store was acquired at No. 10 East Fourteenth Street, and in 1885 another move was made to No. 64 West Twenty-third Street. In 1893 they went further east, to No. 14 West Twenty-third Street, and from there to No. 345 Fifth Avenue, in 1906.

In 1910 a dinner was given to Mr. McCutcheon by his employees and associates to commemorate the completion of his fiftieth year in business in this country. Upon that occasion a gold loving cup was presented to him, and in his speech of acceptance he stated that his great maxim had always been "Don't acquire personal debts. If you cannot pay for a new suit of clothes, go without it. It is better to be wearing a thin suit than a heavy debt." He lived his life quietly, modestly and unostentatiously, most of his leisure time being spent at his

home in Greenwich, Connecticut. He was a member of the Union League Club of New York, Greenwich Country Club, Laurentian Club, and the Special Car Club of Stamford. He was an enthusiastic golfer and fisherman, and was a pioneer builder of homes in Belle Haven.

The following estimate of his character is taken from the resolutions passed by the directors of the Garfield Bank on July 22nd, 1914, and written by Judge Morgan J. O'Brien:

(Mr. McCutcheon was for many years vice-president and director of this bank.)

"To the community at large, and particularly in the branch of business with which his name has been and will always be inseparably connected as one of its pioneers, his loss will indeed be heavy, but the record he has left of splendid achievement will always be a stimulus to those engaged in mercantile work, and, but for the untimely and recent death of his only son, would have been a valued heritage.

"In addition to a reference to his signal success and standing in commercial affairs, it would be most consoling were it permitted to set forth at length our estimate of those sterling traits of heart and mind which made him such an inestimable companion and devoted friend. We knew him as an honest, sensible and lovable man. None can forget his big, warm heart, overflowing with generous emotions and susceptible to every appeal that made for right. His strong, spiritual nature, which gave him an abounding confidence in the wisdom and beneficence of the Creator, served to regulate his conduct, and created and fostered in him those virtues that made him a true man, a kind father, a faithful husband, and a splendid citizen.

"His record is a model of what a man can do and be, howsoever absorbed in the activities of life, when inspired and impelled by honesty and integrity."

He married, October 10th, 1877, Frances Augusta Nye, of Auburn, New York, daughter of Alonzo and Caroline Beardsley Nye. They had one son: Norman Lockwood McCutcheon, who died on September 30th, 1913, and two daughters: Theodora Nye and Alice Booth McCutcheon.

Mr. McCutcheon died on July 20th, 1914.

## William Thomas Evans



**WILLIAM THOMAS EVANS** was born at CloghJordan, Ireland, November 13th, 1843; son of William and Maria Jane Williams Evans. He was of Welch-Irish ancestry. In 1845 the family came to this country. William Thomas Evans was educated in the public schools of New York City and afterwards attended the New York Free Academy, now the College of the City of New York. He then became an employee of the old firm of E. S. Jaffray & Company. When Philo L. Mills and John Gibb founded their dry goods store in New York they engaged Mr. Evans to do all the financial work for them. Later he became a partner in the firm of Mills & Gibb of New York, now the Mills & Gibb Corporation, and in 1899 became secretary and treasurer, and afterwards president.

Educated as he was for architecture (before entering business), he became interested in art, and in later years he was even better known as a collector of masterpieces in oil paintings than he was in the commercial world. One of his greatest interests was that of aiding young artists to make their way in the world, and among the men who remained his friends when they became famous, for the help and encouragement he had given them early in life, were Henry W. Ranger and F. S. Church. The first collection of pictures gathered by Mr. Evans was composed partly of foreign pictures, which he disposed of in 1890.

In return for his interest in art the Prince Regent of Bavaria, in 1893, decorated him with the Cross of the Order of St. Michael. A collection of American pictures

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*William J Davis*



was sold by him in 1900. Some of the pictures which brought small sums at the time are now valued at from \$10,000 to \$15,000. Among them were Homer Martin's "Newport Neck" and "Westchester Hills" and Inness's "Georgia Pines." As soon as he had disposed of this collection he began again to collect pictures from modern American artists that struck his fancy. He gave one hundred and sixty paintings to the National Gallery in Washington. Sixty others were given to start an art museum in Montclair, New Jersey, with smaller numbers to museums, including the Metropolitan and Brooklyn Institute. His last collection was sold in the Hotel Plaza in 1913.

He was honorary vice-president of the National Arts Club, and honorary member of the Glen Ridge Country Club and permanent member of the Brooklyn Institute of Arts and Sciences. He was a fellow in perpetuity of the Metropolitan Museum of Art, and a life member of the Lotos Club of New York. He served as chairman of the Art Committee of the latter organization for many years and arranged many exhibitions. He was an honorary member of the National Sculpture Club and a life member of the Salmagundi Club and life member of the New York Historical Society, and first president of the Riding, Driving and Automobile Club of Montclair, and many other clubs and societies. He was an official of St. John's Church, Montclair, New Jersey. Mr. Evans gave a nurses' home to Mountainside Hospital, Montclair, New Jersey.

He married, January 8th, 1867, Mary, daughter of John and Margery Pattison Hinman, of New York, and had seven children.

Mr. Evans died November 25th, 1917.

## Theodore G. Eger



**T**HEODORE G. EGER was born in Leipzig, Kingdom Saxony, February 9th, 1848; son of Moritz W. and Leonia (Eger) Eger. His father was general postmaster of Leipzig during the Revolution of 1848. He was educated in his native town, and at the age of fourteen he left home and went aboard Bremen bark, the "Johanna Marie," arriving in New York December 26th, 1862. He became purser in a transportation ship. After the war he entered the employ of Frederick Goodrich as a tea taster, and later on became agent for the Pacific Mail Line, New Orleans Steamship Line; freight solicitor for the Black Star Line, and finally, in 1868, became associated with Quintard, Morgan & Clyde, later known as the Clyde Line. Mr. Eger was one of the best known and most skilled freight getters in the coastwise trade. Through his knowledge and indomitable energy much of the success of the Clyde Line in its earlier years was due. As conditions demanded, up-to-date ships were constructed under his direction for the line, and until Charles W. Morse acquired this property, in 1906, Mr. Eger was always consulted as to their freight and passenger capacity by William P. and B. Frank Clyde, the principal owners of the line.

When Mr. Eger was with the Black Star Line, Mr. Robert G. Lowden chartered the steamship "Ashland," and Mr. Eger secured the cargo for her at the big price of sixty cents per cubic foot, being guaranteed a return cargo of cotton at five cents per pound. The round trip to Savannah was made in extraordinarily quick time for those days,



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*Thos. B. Gue*



and the Ashland's gross earnings were \$25,000.00. Only a short time before Mr. Clyde had purchased the ship, formerly used as a transport during the Civil War, from the Government for \$18,000.00. Mr. Eger received substantial credit for this remarkable transaction and then became traffic manager with William P. Clyde & Company. The employees of the Clyde Steamship Company, in 1907, presented him with a loving cup. Mr. Eger was really the father of the Clyde Line. He was a firm believer in the United States Merchant Marine, and gave much time to its upbuilding. He was also greatly interested in the future of the South, and devoted a large part of his time to the development of good roads in the Southern States, and was one of the pioneers in road construction throughout this section of the country.

He was one of the oldest members of the Crescent Athletic Club, and had long been a member of the Ezel Lodge, F. and A. M.; the Union League, of Brooklyn, Atlantic Yacht and Marine and Field Clubs; the Board of Trade, Jacksonville, Florida; Port of New York and the Produce Exchange. He was manager of the Georgia and Southern Florida Railroad; interested Mr. Henry Flagler in the good roads movement, and received a loving cup from the Jacksonville Board of Trade for his efforts.

He married forty-nine years ago, October 23rd, 1870, Pauline Ruthardt, daughter of Frederick William Charles and Pauline Ruthardt, of New York. Her maternal grandfather was a paymaster in the Russian army, and later on a mounted bodyguard to Napoleon. They had one daughter, Hattie Eger.

Mr. Eger died November 2nd, 1919. He was a man of sterling probity and consistent American patriotism.

## Dudley Gregory Gautier



**D**UDLEY GREGORY GAUTIER was born in Jersey City, February 2nd, 1847; son of Dr. Josiah Hornblower Gautier, a noted physician, and Mary Louisa Gregory Gautier, a direct descendant of Jacques Gautier, a Huguenot, who settled in this country in 1716, and of Andrew Gautier, whose property in Manhattan Island was confiscated by the British during the Revolutionary War. He was educated in the public and private schools of New York and New Jersey and finished his studies in Germany. Upon his return to this country, at the age of twenty-one, he entered the steel business with the Cambria Steel Company and after thoroughly familiarizing himself with its details he founded the firm of D. G. Gautier & Co., of which he was the active head at the time of his death. Mr. Gautier was also a director of the firm of J. H. Gautier & Co., manufacturers of plumbago crucibles, which was founded by his father; and president and director of the Tacony Steel Company.

He was a member of the Board of Education and was active in the social and club life of this city for many years, and numbered among his clubs the Union, Metropolitan, Downtown and New York Yacht. He was also a member of the Huguenot Society. Mr. Gautier was a brother of Mrs. Oliver William Bird, of Hempstead, L. I., and Mrs. Walter Witherbee, of Port Henry, N. Y., and an uncle of Lieutenant Oliver W. Bird, Captain Silas H. Witherbee, Dudley Gautier Bird, Marie Louise Bird, Charles Edward Gautier, Louise Gautier Witherbee, Mrs. Reginald Minturn Lewis and Annie Elizabeth Witherbee.



W. A. Gaiter -



**Mr. Gautier died December 23rd, 1918. He held an enviable position in commercial circles, and a warm place in the hearts of his associates. A man in all that endears men to men, of genial nature, alert mind, with an affable manner and a ready appreciation of humor, he was a delightful companion, admired and respected by all who knew him.**

## Stuart Greenleaf Nelson



**STUART GREENLEAF NELSON** was born at Tarrytown, New York, July 13th, 1853; son of John Gill and Eunice Ripley Nelson. He was descended from William Nelson, who served in King Philip's War, and was one of the first settlers of Middleborough, Massachusetts. His grandfather, the Reverend Stephen Smith Nelson, was the first college graduate in the Baptist clergy in Connecticut. Thomas Nelson served in the Revolutionary War as Major and Colonel of his regiment. Stuart Nelson was educated in private and public schools at Orange, New Jersey, and in 1873 became a clerk in the banking house of Morris K. Jessup, where he remained until 1876, when he accepted a position in the Continental National Bank of New York City. He had charge of financing the Burlington, Cedar Rapids & Missouri River Railroad, now part of the Rock Island System, and in 1883 he was one of the organizers of the Seaboard National Bank and became its first cashier. In 1891 he was elected first vice-president of the institution and a member of the board of directors, offices which he held until he retired in December, 1916.

He was a member of the Union League, Metropolitan, Lotus and New York Athletic Clubs, and the Chamber of Commerce.

He married, January 16th, 1879, Anna Cochrane Van Horne, daughter of Cornelius and Johanna C. (Morton) Van Horne, and had one child, Mabel Stuart, widow of Roger Lamson, Jr.

Mr. Nelson died December 1st, 1919. In the finan-





*A. M. L. L.*



cial world he was a conspicuous figure. His natural ability, wide experience and unfailing courage placed him in a position of high standing and great influence among business men. All his associates held towards him sentiments of respect, admiration and affectionate regard.

## Henry Pennington Tailer



**HENRY PENNINGTON TAILER** was born in New York City, in 1868; son of Henry Austin Tailer, a prominent attorney-at-law, and Sophia Clapham Pennington Tailer.

He was educated at the Canandaigua School for Boys, and at the age of nineteen entered the banking business. He was associated with Vermilye & Company for twenty years, and in 1907 retired from active business.

He married, June 2nd, 1892, Clara Wright, of Baltimore, daughter of Isaac Merritt and Mary Bedford Wright, a descendant of Isaac Merritt Wright, the noted Quaker merchant, and had two children: William Hallett Tailer, who was killed in an air battle in France, and May Wright Tailer.

Mr. Tailer died January 22nd, 1918. He was a worthy representative of an honored family, patriotic in his devotion to American interests and loyal in his support of measures which he deemed beneficial to the Government or nation. He was kind and gentle, a model of virtue, discriminating in judgment, and fixed in principles.



Henry P. Tades







*William H. Taiter*



## William Hallett Taler



**WILLIAM HALLETT TALER** was born in New York City, February 3rd, 1895; son of Henry Pennington and Clara Wright Taler. He was educated at Newman School, Hackensack, New Jersey. After leaving school he entered the employ of the Bankers Trust Company, where he remained until July, 1917, when he entered the French Aviation Corps. He had applied for a commission in the American Aero Corps, but when he found there would be some delay in receiving it he joined a French escadrille until his commission should arrive. On February 5th, 1918, when over the German trenches, he was attacked by German airplanes, and his machine fell behind the enemy lines. He was buried at Verdun, near the spot where he fell. He was killed while his promotion to a lieutenantcy was on its way. He was a member of the Seventh Regiment, National Guard, State of New York, and served with his company in Mexico.

William Hallett Taler was representative of the very highest type of America's young manhood; upright and fearless; he gave his life for democracy.

## Arthur Middleton Hunter

**A**RTHUR MIDDLETON HUNTER was born at Annieswood, Eastchester Bay, Westchester County, June 19th, 1856; son of John Hunter, who in the sixties, raced a stable of horses in partnership with W. R. Travers, and Ann Manigault Middleton Hunter. The first of the family in this country was John Hunter, who came to America from Scotland with his two sons, Robert and George, in 1767. The two sons became successful merchants in New York. Ruth Hunter, widow of Robert, married John Broome, at one time Governor of New York. The next in line, John Hunter, married Elizabeth Desbrosses, and their son, Elias Desbrosses Hunter, was the grandfather of Arthur Middleton Hunter.

Henry Middleton was president of the first Continental Congress, and his brother, Arthur Middleton, was one of the signers of the Declaration of Independence.

Arthur Middleton Hunter was educated at Hanover Academy. Shortly after graduation he entered Wall Street as a stock broker, and became widely known as an amateur sportsman. When races for amateur jockeys formed a part of the Coney Island Jockey Club and Jerome Park programmes, Mr. Arthur Hunter was considered the best of the gentleman riders on the flat, and many of the amateur fixtures of that period were credited to his skill in the saddle. He was the first owner of the great race horse, Eole. He was a member of the Union Club and the New York Athletic Club.

He married, June 6th, 1883, Katharine Remsen, daughter of Frederick Gebhard and Mary Ann Leverich

Schuchardt, of New York. Henry Remsen, her great-great-grandfather, was private secretary to Thomas Jefferson, and was president of the Manhattan Bank in 1755. Mr. and Mrs. Hunter had two sons: Arthur Middleton and Frederick Heyward Hunter. Both sons served in the United States Navy during the World War.

Mr. Hunter died April 25th, 1918. A man whose love for his country, constructive ability and integrity of purpose were constantly in evidence to those who were close to him, and moreover his kindly qualities endeared him to all his associates.

## Julius Kayser



**JULIUS KAYSER** was born February 6th, 1838; son of Henry and Elise Kayser, of Saxony, Germany. His parents came to this country when he was quite young. His father was a member of the Seventh Regiment and paymaster of the Eleventh Regiment, fourth brigade, first division of the National Guard, State of New York.

Julius Kayser was educated in the public schools of New York City. At the age of sixteen his father died, and he was compelled to relinquish his studies. He entered the wholesale jewelry concern established by Henry Kayser, where he remained until the firm was liquidated. He then organized the firm of M. Kayser & Company, wholesale dealers in fancy goods, which he developed into one of the largest concerns of its kind in the country.

He was a member of the Bridge Club, the Harmony Club and the Automobile Club of America.

He married, October 14th, 1868, Henrietta, daughter of Semon and Elizabeth Van Praag, of New York, and had two children: Mrs. Edwin Stanton Boyer and Alice Bache Kayser.

Mr. Kayser died March 9th, 1920. He was a man of unusual ability and energy, that placed him in the front rank of commercial and financial affairs. His lofty character, kindness of heart, extraordinary intelligence and brilliant gifts rendered him a most distinguished personality. He was a fine type of the man of affairs who devoted a part of his time to art and literature and the educational interests of the country. He was identified with many of the charitable activities of New York City.

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JULUIS KAYSER



## William Proctor Douglas

**W**ILLIAM PROCTOR DOUGLAS was born in New York City, October, 1842; son of George Douglas, one of the leading merchants of his generation. He was identified with many financial institutions and was a member of the first American polo team, and one of his sailing yachts helped make American yachting history by keeping the America's Cup on this side of the Atlantic. His home was the famous Douglas mansion in West Fourteenth Street, where he lived with his aunt, Mrs. Cruger. That house, known also as the Cruger mansion, was one of the most pretentious in the New York of its day, and was the scene of much notable entertaining.

In 1873 Mr. Douglas leased the house to the Metropolitan Museum of Art, and it thus became the predecessor of the present museum in upper Fifth Avenue. Its spacious rooms and wide corridors were well adapted to art exhibits of the period. For eighteen years it was used by the Salvation Army.

When James Gordon Bennett introduced polo into America in 1876 he found in Mr. Douglas a staunch supporter of the sport. He and Mr. Douglas were members of the first American polo team in that year.

The game was played in the spring of 1876 on the infield at Jerome Park. The other players in that historic incident in the development of American sport were Lord Mandeville, afterward the Duke of Manchester; Mr. Howland Robbins, Mr. Winthrop Thorne and Major Perry Belmont. Mr. Bennett had brought the ponies from Europe.

They played during the summer of that year at Newport. An injury Mr. Douglas received later while playing polo prevented him from participating in the sport afterward.

Mr. Douglas had previously established himself as one of the leading American yachtsmen. His schooner, the *Sappho*, was destined to defeat the British yacht *Livonia* in the contest in 1871 for the America's Cup. The *Livonia* was owned by James Ashbury, of Brighton, England. For the opening race of that year, on October 16th, the Regatta Committee of the New York Yacht Club brought several yachts to the line, and the *Columbia* was selected to sail against the British yacht. The *Columbia* won the first two races. In the third meeting, however, the *Columbia* lost some gear and the *Livonia* won easily.

It was then that Mr. Douglas' *Sappho* was selected to meet the *Livonia* in the two remaining races, on October 21st and 23rd. She defeated the British yacht in the first race by 33m. 21s., and in the second by 25m. 27s., thereby giving the New York Yacht Club added international honors.

In yachting as well as in polo Mr. Douglas was allied with Mr. Bennett. He was the vice-commodore of the New York Yacht Club from 1871 to 1874, while Mr. Bennett was the commodore. He had previously been rear commodore, in 1869 and 1870.

He was a member of the New York Yacht, Racquet and Tennis, Union, Tuxedo and Westminster Kennel Clubs and of the St. Nicholas Society.

He married, in 1879, Adelaide L. Townsend, and had two children: J. Gordon Douglas and Mrs. William Fitzhugh Whitehouse.

Mr. Douglas died June 3rd, 1919.



## Auguste Vatable



**AUGUSTE Vatable** was born at Basse Terre, Guadeloupe, French West Indies, June 15th, 1837; son of Henry Auguste and Hortense Lesneur Vatable. He was descended from Franciscus Vatablus, Regius Professor of Hebrew at Paris, France; translator of an edition of the Bible similar to the Zurich edition, published in 1564, which professed to give the most literal version of the Bible made from the original Hebrew and Greek. The family were Huguenots. Many members held high military positions, and General Vatable served under Napoleon in the Russian expedition. The uncle of the subject, Baron Vatable, was Governor General of the French West Indies under the reign of Louis Phillipe.

Auguste Vatable came to New York with his parents at the age of nine. He attended the city schools and was graduated from Fordham University. He began business as a broker and continued as such until he entered the firm, established by his father, of H. A. Vatable & Son, and later became head of the firm. He retired from business in 1908 and devoted his time to travel abroad.

Mr. Vatable was a prominent member of New York's French colony and was interested in French charities.

He married, December 12th, 1866, Matilda Cecilia Schwartzwalder, daughter of Christian and Rachael Buhler Schwartzwalder, of New York, and had two children: Auguste Schwartzwalder Vatable, with Pease & Elliman; and Jules Joseph Vatable, with J. N. Amory & Son.

Mr. Vatable died July 10th, 1918. His family have always been citizens of prominence, worth and influence.

## Isaac Frank Stone

**I**SAAC FRANK STONE was born in Chicago, Illinois, March 2nd, 1867; son of Theodore and Mary Owen Stone. His father was a successful merchant in Chicago. His ancestors were English people, of whom the first records in America date back to the year 1650. John Stone was one of the founders of Guilford, Connecticut, about that time.

Isaac F. Stone was educated in the public schools of Chicago, and after practical early business training he established the firm of I. F. Stone, in Chicago, when he was twenty-one years of age. In 1890 the firm of Stone & Ware was organized in Chicago, and in 1897 the Stone & Ware Company started business in New York. In 1900 Mr. Stone became vice-president of the Schoelkopf, Hartford & Hanna Company, and in 1906, a director of the Importers' and Traders' National Bank and president of the National Aniline and Chemical Company. He was a director of the Contact Process Company, and a director and vice-president of the Schoelkopf Aniline and Chemical Works, Inc.; a member of the Chamber of Commerce, the Board of Trade and Transportation; a member of the Advisory Committee of the Metropolitan Bank. He was elected president of the Chemists' Club of New York for 1910, served as president of the Heights Club in 1905, and as a vice-president of the Drug and Chemical Club in 1909.

He was a member of the Sons of the Revolution, Metropolitan Museum of Art, and the Lotos, Union League, New York Athletic and City Clubs and Greenwich Country, St. Andrews Golf and Sea View Golf Clubs.



*J. A. Stone*



He was a Mason, and had been for a number of years a leading figure in all local and national movements in his line. He was the author of "The Aniline Color, Dyestuffs and Chemical Conditions." He gained a wide reputation as a business man of sound principle, keen foresight and thorough knowledge. All of his undertakings since his earliest business venture were carried to successful issue because Mr. Stone put the strength of his own personality into the work and conducted his business affairs within the limitations of his own conscience.

He married, June 5th, 1889, Mary Louise Peck, daughter of James William and Harriet Butler Peck, of New York and Chicago, and had two children: Grace Harriet, wife of Sidney Miller Lloyd; and Truman Peck Stone, deceased.

Mr. Stone died May 5th, 1920. He was one of the foremost manufacturing chemists in the United States. To his associates the recollection of his character and work will always be an inspiration.

## John Pierpont Morgan



JOHN PIERPONT MORGAN was born in Hartford, Connecticut, April 17th, 1837; son of Junius Spencer and Juliet Pierpont Morgan.

The first of the family in this country, Miles Morgan, arrived in Boston in 1636 and was one of the founders of Springfield, Massachusetts. In 1643 he married, first, Prudence Gilbert; second, Elizabeth Bliss. The only son of this union, Nathaniel Morgan, married Hannah Bird, and their son, Joseph Morgan, married Mary Stebbins. The next in line, Captain Joseph Morgan, married Experience Smith, and their son, Joseph Morgan, married Sarah Spencer.

Junius Spencer Morgan, their son, was born at Holyoke, Massachusetts, in 1813. He began his eminently successful career at an early age, becoming a merchant in Hartford and later in Boston. In 1854 he removed to London, and was a partner of George Peabody. When Mr. Peabody retired in 1864 he founded the banking house of J. S. Morgan & Company. He died in Nice, France, in 1890. His wife, Juliet Pierpont, was descended from Sir Robert de Pierrepont, a commander in the Army of William the Conqueror, who became the first Lord of the Manor of Hurst Pierrepont, in Yorkshire, his lineal representatives in successive generations holding a distinguished place in the landed aristocracy of England. Robert Pierrepont, the grandson of Sir George Pierrepont, in the Seventeenth Century, became the first Earl of Kingston-upon-Hull, the title being subsequently merged in that of the Dukes of Kingston, which was extinguished in



J. P. MORGAN





the death, without issue, of Evelyn Pierrepont, the second Duke, in 1773. William Pierrepont, a younger son of Sir George Pierrepont, was the father of James Pierrepont, who died in Ipswich, Massachusetts, in 1648, and grandfather of the Honorable John Pierrepont of Roxbury, Massachusetts. The latter's son, the Reverend James Pierpont, was pastor of the church in New Haven, and was one of the three clergymen to whom the foundation of Yale College was due. His third wife, Mary Hooker, was the granddaughter of the Reverend Thomas Hooker, who led the migration of his flock from Newton, Massachusetts, to Hartford, in 1636. Their son, James Pierpont, married Anna Sherman, and their son, another James Pierpont, married Elizabeth Collins.

The Reverend John Pierpont, the next in line, was born in Litchfield, Connecticut, in 1785. He was graduated at Yale College in 1804 and became a lawyer, but in 1819 was ordained a clergyman. He was a noted orator and also took high rank among American poets of the past generation. He married, in 1810, Mary Sheldon Lord, their daughter being Juliet Pierpont.

John Pierpont Morgan was educated at Boston and Gottingen, Germany. He returned to America in 1857 and entered the banking house with Duncan, Sherman & Company, of New York. In 1860 he became attorney in America for George Peabody & Company, of London, and in 1864 was partner in Dabney, Morgan & Company. In 1871 the famous banking house of Drexel, Morgan & Company was formed, which in 1895 was changed to J. P. Morgan & Company. Upon the death of his father, Mr. Morgan also became the head of the firm of J. S. Morgan & Company, of London. His eminence as a banker and financier was world wide.

For many years he had been a warden of St. George's Church, to which he gave a large memorial edifice, and for over twenty years a deputy from this diocese to the general convention of the Episcopal Church, and he donated half a million dollars to the Cathedral.

There is hardly a human interest of which Mr. Morgan was not a benefactor. Railroads, industrial corporations, hospitals, colleges, trade schools, parks, art, literature, museums, yachting—all have profited by his lavish liberality. He gave collections of minerals, gems and pearls to the Museum of Natural History, rare books and manuscripts to the Public Library, priceless paintings and objets d'art to the Metropolitan Museum, and he built for the New York Yacht Club, of which he was commodore, the swift "Columbia," which successfully defended the America's Cup.

During the intervals of these benevolences Mr. Morgan financed the Cleveland gold bonds that saved us from the free silver heresy, and the War Loan for Great Britain—the largest subscription of foreign bonds ever known in America—and the billion dollar United States Steel Corporation, and the new subways that are to regenerate New York, and numberless railroad and industrial corporations; thus, through regular banking commissions, money poured in faster than he could spend it or give it away.

But, until his testimony before the Pujo Committee and his subsequent essay upon the Money Trust, to most people he was a man of money and of mystery. They forgot that he had been educated in the German Universities and did not appreciate his philosophy and his altruism. Frankly answering every question he dissipated the myth that wealthy men could organize a Money Trust to control the finances of any country. He demonstrated that

confidence, not mere money, is the basis of financial success. Intrinsically a banknote is worth only a few cents, but, when backed by public confidence in the banker, it is worth its face value. He declared emphatically that he would rather loan millions to a poor man in whom he had confidence than to a rich man whose integrity he distrusted.

He was a member of the leading clubs, and was one of the founders and president of the Metropolitan Club.

Mr. Morgan married, first, Amelia Sturges, daughter of Jonathan and Mary Cady Sturges, of New York; second, Frances Louisa, daughter of Charles Tracy, a leading member of the New York Bar, and Louisa Kirkland, daughter of General Joseph Kirkland, of Utica, New York. Mrs. Morgan's grandfather, William Gedney Tracy, was born at Norwich, Connecticut, in 1768. He married Rachel Huntington and settled in Whitesborough, New York. His grandfather, Joseph Tracy, was the son of Captain Joseph Tracy, of Norwich, which town he frequently represented in the Connecticut Legislature. He was the son of Captain John Tracy, one of the original proprietors of Norwich, who, in 1670, married Mary Winslow, daughter of Josiah Winslow and niece of Governor Edward Winslow, one of the "Mayflower" emigrants. His father, Lieutenant Tracy, came to Salem, Massachusetts, about 1636. He was the son of Nathaniel Tracy, of Tewksbury, England, and grandson of Richard Tracy, High Sheriff of Gloucestershire, and a cadet of the Tracy, or de Traci family, of Lodington.

Mr. and Mrs. Morgan had four children: John Pierpont Morgan, Louisa Pierpont Morgan, Juliet Pierpont, the wife of W. Pierson Hamilton, and Anne Tracy Morgan.

Mr. Morgan died March 31st, 1913.

## Percival Lowell

**P**ERCIVAL LOWELL was born in Boston, Massachusetts, March 13th, 1855; son of Augustus Lowell, who was closely identified with the education, art and science of Boston, and Katharine Bigelow Lawrence, daughter of Abbott Lawrence, United States Minister to Great Britain in 1851. The cities of Lawrence and Lowell attest that both families were prominent founders of the textile manufactures of New England.

He prepared for college at "Noble's" School and graduated from Harvard in 1876. He was given the degree cum laude, and received second-year honors in mathematics, and obtained the degree of Doctor of Laws from Amherst in 1907, and from Clark University two years later. After a year spent in travel in Europe and the East, he returned to Boston, and became a force in the business world, where at various times he held the offices of treasurer of cotton mills and director of trust and electric companies. He was one of the few men who combined scientific abilities of the first order with a marked instinct and gift for matters of finance. He was one of the founders of the Mathematical and Physical Club of Boston, and from 1883 to 1893 his energies were chiefly devoted to literature and travel. In the spring of 1883 he settled in Tokio, where he was appointed counsellor and foreign secretary to the Special Mission from Korea, then on its way to the United States. This resulted in his return to this country in charge of the travels of the party through America. It was the first embassy ever sent by Korea to



*Freud Lorde.*



a Western power. On the return of the Mission to Korea, he remained in the country for a time as the guest of the government. An account of his travels there he published under the title "Choson—The Land of the Morning Calm." The volume is full of imagination and charm, and gives evidence of a light touch and a true literary gift.

Until 1893 much of his time was spent in the Far East, chiefly in Japan. In 1888 he published his "Soul of the Far East," which Janet, the French psychologist, has characterized as a valuable contribution to the psychology of the Orient, and as showing a remarkable insight into the Eastern mind. "Noto," a delightful account of his rambles in an out-of-the-way corner of Japan, followed in 1891.

When in the interior of Japan, in the summer of 1891, chance took him up the sacred mountain of Ontaki. His interest in the curious rites of the Shinto pilgrims during their ascent of this Mecca led him to get in touch with the high-priests on his return to Tokio. The result was a book on some hitherto but little known aspects of Shintoism. He was a member of the Asiatic Society of Japan.

All this illustrates the versatility of the man, for the real work of his life was the astronomical research of his later years. In 1877 the Italian astronomer, Schiaparelli, began a systematic study of the planet Mars, which led to his discovery of a remarkable series of markings which he called canali, a word which has been incorrectly translated into canals, and has proved a source of much subsequent confusion.

Dr. Lowell followed with deep interest the discoveries of the Italian savant, for the character of the work was calculated to fire the enthusiasm of a man of imagination, of scientific proclivities. And he determined to give his

energies and his fortune to continuing the work. Before founding an observatory to be devoted chiefly to the study of the planets, with characteristic intelligence he and his assistants spent many months in a systematic series of explorations and tests to discover the most suitable spot. In order to obtain the best "seeing" it is necessary that the air should be quiet and rarefied. It is a singular fact that most observatories have been placed with a view of being seen rather than seeing, in the neighborhood of great cities or institutions of learning; while the few observatories that are more intelligently placed have not profited by Dr. Lowell's discovery that the currents of air swirling about a mountain top make it a far less ideal locality than a plateau. Dr. Lowell visited France and Algiers as well as sites in America, finally deciding upon the great plateau of northern Arizona, where, not far from the San Francisco peaks, he finally built his observatory at a height approximately seven thousand three hundred feet. An expedition was made to the Mexican plateau, and one was sent to the Andes of South America, but no place has as yet been found equal to Flagstaff at its best.

Here for many years Dr. Lowell and his staff have accomplished a mass of spectroscopic, photographic, visual and mathematical work of the highest class, which entitles him to a distinguished place in the history of astronomy. And these priceless records have not, as is so often the case, been buried in a scientific mausoleum. Photographic transparencies of planets, comets, nebulae, star groups and unique spectograms which show the nature of the planetary atmospheres, their speeds of rotation, etc., have been most generously exhibited; whereby a host of people will forever have a living conception of this mighty universe of which we are a part. It was Dr.



Lowell's heart's desire that the work of the observatory be forever continued. Most befitting, it seems, that he chose as his trustee a man of art and science, his cousin, Guy Lowell.

One of the chief ends in view in the establishment of the Lowell Observatory was for the observation of the delicate markings on Mars. No one of good eyesight and open mind, who has enjoyed the privileges of a protracted study of the planet, under the unique advantages enjoyed at Flagstaff, can doubt the correctness of the essential facts; it is purely a question of their interpretation. The surface of Mars is covered with an extraordinary network of singularly artificial looking lines. The intensity of these lines waxes and wanes in periods that show a remarkable relation to the melting of the winter polar snow caps. The atmosphere of Mars is rarefied, but we cannot say that it is insufficient to support some sort of intelligent life. The planet appears to have but little water on its surface. If we adopt Lowell's theory that the intelligent inhabitants of a dying Mars are struggling to keep alive by a planet-wide system of irrigation, from the water of the melting polar snow caps, we shall find that the theory accounts for all the observed facts. He supposes that the so-called "canals" are bands of cultivated vegetation dependent on some system of irrigation forced down their centres. It is these bands of vegetation which we see, and not the water irrigating them. Just as an observer at a distance from our earth would see the fertile strip of the valley of the Nile stand out against the desert long before he could distinguish the river. Moreover, it is found that the intensification of the markings on any part of the planet's surface takes place a sufficient time after the beginning of the melting of the adjacent polar snow cap to allow for the water to reach that point and the crops to grow.

Much of the published work of the observatory is to be found in the "Annals of the Lowell Observatory," Volume I., 1896; Volume II., 1900; Volume III., 1905; the "Bulletins"; and two memoirs: No. I., 1915, "Memoir on a Trans-Neptunian Planet;" and No. II., 1915, "Memoir on Saturn's Rings." Besides these strictly scientific publications, there have been many in which Dr. Lowell has clothed the dry bones of scientific specification with flesh and made them live in works whose brilliancy and charm can hardly be excelled. Among these are "Mars" (1895); "The Solar System" (1903); "Mars and its Canals" (1906); "Mars as the Abode of Life" (1909); "The Evolution of Worlds" (1910); "The Genesis of the Planets" (1916).

In 1904 he received the Janssen Medal of the French Astronomical Society for researches on Mars, and four years later a gold medal for similar work on Mars was awarded to him by the Sociedad Astronomica de Mexico. Besides his extensive studies on Mars Dr. Lowell made many notable discoveries on the planets Mercury, Venus and Saturn. In 1902 he was appointed non-resident professor of astronomy at Massachusetts Institute of Technology. He was a fellow of the American Academy of Arts and Sciences, a member of the Royal Asiatic Society of Great Britain and Ireland, the American Philosophical Society, the Societe Astronomique de France, Astronomische Gesellschaft, honorary member of the Sociedad Astronomica de Mexico, and a member of the National and American Geographic Societies.

He married, in 1898, Constance Savage, daughter of Bezer Richmond and Emma Chase Keith, of Boston.

Dr. Lowell died November 12th, 1916.

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*James Gordon Bennett*

## James Gordon Bennett



**J**AMES GORDON BENNETT was born in New York City, May 10th, 1841; son of James Gordon Bennett, founder of the "New York Herald" in 1835, and Henrietta Agnes Crean Bennett. Educated abroad and by private tutors, he returned to New York to learn the newspaper business. His father placed him in control of the "New York Herald" in 1866, and in the following year he founded the "New York Evening Telegram." Three years after he assumed the control of the "Herald." Mr. Bennett started Henry M. Stanley on that famous expedition in search of Livingstone. Livingstone was then generally believed to be dead, and Stanley himself believed it, and wondered at the calmness of the order to penetrate to the heart of Africa. Mr. Bennett placed no limit upon the expense, but told him to "find Livingstone." Stanley found Livingstone, renewed his courage and refreshed him with supplies, and returned to civilization with the story of one of the most extraordinary achievements ever undertaken by a newspaper proprietor.

Ten years later Mr. Bennett equipped the celebrated Jeanette expedition, headed by Lieutenant George W. De Long, to search for the North Pole. In this undertaking he had the approval and a certain amount of support from the United States Government. The expedition was fitted out in Havre, France, proceeded to San Francisco, and thence entered the Arctic Ocean through the Behring Sea. Caught in the ice, the "Jeanette" managed to force her way northwestward above the northern coast of Siberia,

her company fighting great hardships and steadily pressing northward until their vessel was crushed and the commander perished.

Moved by an ambition to free the American press from the clutches of a great cable monopoly, Mr. Bennett next undertook, in 1883, with the late John W. Mackay, the organization of the Commercial Cable Company, and the laying of an independent cable across the Atlantic Ocean. The enterprise was successful and the Mackay-Bennett cable, as it was long known, became, and with its developments still is, one of the great world lines of communication.

In 1887 Mr. Bennett established the European edition of the "New York Herald." He was a pioneer, venturing into fields hitherto untried by American newspaper makers, but his wisdom was justified in the position achieved by the Paris edition.

In the realm of sport Mr. Bennett held a peculiar and exalted position. He introduced polo to America, spent hundreds of thousands of dollars in leading the revival of coaching in France and in promoting it in England and America, abandoning the whip only after an almost mortal accident in 1893; organized international automobile races, built and sailed many yachts in international and transatlantic races.

He inaugurated the celebrated Casino at Newport, and contributed largely to the development of that city as the fashionable summer resort of the North Atlantic coast. Beginning his career as a yachtsman with the ownership of the "Rebecca," which he sailed in a race with the "Restless," he discarded her and built the "Julia," but with no greater success. Next he built the famous "Henrietta," and with her raced George Osgood's "Fleetwing" across

the Atlantic, but did not win. Afterward he defeated the "Restless" with the "Henrietta," which craft sailed the notable undecided race with the "Vesta" across the Atlantic, in which it was reported that both vessels had been lost.

Having laid out the famous Sandy Hook race course, over which the international yacht races have been held, Mr. Bennett, by his enthusiasm, induced Commodore Ashbury to bring his yacht, the "Cambria," to America as the first challenger for the America's Cup. Mr. Bennett, with his yacht, the "Dauntless," raced the "Cambria" across the Atlantic from the Isle of Wight to Sandy Hook, losing the race by four hours, after two men of the "Dauntless" crew had been lost. In the memorable contest for the America's Cup, over the thirty mile Sandy Hook course, he sailed the "Dauntless" and outsailed the "Cambria" by one and a half miles.

Turning his attention to steam yachting, he built the "Namouna," and made many voyages on board that yacht before he built the splendid "Lysistrata," the largest steam yacht ever built on the Clyde. To promote the racing of steam yachts, he gave the famous "Lysistrata Cup," which was won and held for several years by H. H. Rogers' swift "Kanawha."

In recognition of his services to yachting, he was made vice-commodore of the New York Yacht Club in 1867, was elected commodore in 1871 and retained that position until 1874. Again in 1884 he was elected to the same position. He was the donor of the Coupe Internationale des Aeronauts for the annual contest for free balloons, which has become an annual event in which the most expert balloonists of the world participate. The Coupe Internationale d'Aviation, the challenge trophy emblematic of the world's championship in the sport of flying,

was offered by Mr. Bennett for international competition in 1908. By his offer of the James Gordon Bennett Cup for international automobile competition he initiated the memorable series of international automobile races, the first of which was held in France.

He married in Paris, September 10th, 1914, the Baroness de Reuter. The Baroness was the widow of the Baron George de Reuter, a brother of Baron Herbert de Reuter, manager of Reuter's Telegram Company, of London. Mrs. Bennett was Miss Maud Potter, daughter of Mr. John Potter, of Philadelphia.

One of the interesting phases of Mr. Bennett's many-sided character was his intense love for all dumb animals. He waged a valiant fight against vivisection, to which he devoted thousands of dollars. The result was that he contributed largely to the awakening of the world to the cruelties inflicted upon animals in the name of science. Another proof of his love for animals was the founding of the famous dogs' hospital in Paris.

Mr. Bennett died May 14th, 1918. He was the most remarkable man in the history of journalism.



## Andrew Robeson Sargent



ANDREW ROBESON SARGENT was born December 2nd, 1877; son of Charles Sprague and Mary Allen Robeson Sargent. His father is an international authority pertaining to arboriculture and plant life.

He began his preparation for his professional career at Groton School, and was graduated from Harvard with the class of 1900. During his college course he was prominent in athletics and was left guard on the 'varsity football team in 1899.

Soon after graduation from Harvard he took up the first serious work of his professional career at the Clarence Mackay estate on Long Island. For a considerable time he made this place his residence and transformed it into an estate of conspicuous beauty. Mr. Sargent, who inherited to an exceptional degree the natural attributes and taste of his father, did much to supplement his father's work in the creation of many rare and beautiful gardens in New England, particularly among the summer homes of the north shore and the Cape; also in New York, in New Jersey and on Long Island.

His knowledge of all that pertains to plant life and the successful use of the wealth of beautiful native materials was expanded through frequent travels in which he accompanied his father. After entering the architectural field he divided his time between New York and Boston. In 1900 he made a trip through Russia, Korea, Java and other European and Asiatic countries, for the purpose of collecting exotic specimens and transplanting them in this country.

He was a member of the Racquet and Tennis, the Country, Somerset Clubs of Boston, and the Union and Rockaway Hunt Clubs of New York. He was a member of the Zeta Psi, the Hasty Pudding and Delta Kappa Epsilon at Harvard.

He married, November 9th, 1909, Maria de Acosta, daughter of Ricardo and Miguela Hernandez de Acosta, of New York, and had one son: Ignatius Sargent.

Mr. Sargent died March 18th, 1918. His labors were useful and honorable. Throughout his whole career, his generous instincts, his serenity of spirit, and his honest friendships dignified his life, and brought to him honor, respect and admiration.





*Robert Edwin Peary*

## Robert Edwin Peary



ROBERT EDWIN PEARY was born at Cresson, Pennsylvania, May 6th, 1856; son of Charles N. and Mary Wiley Peary. After his father's death in 1858 he lived in Portland, Maine, where he prepared for college. He was graduated from Bowdoin College with second honors and Phi Beta Kappa in 1877; was a land surveyor at Fryeburg, Maine, from 1877 to 1879, and was employed in the Coast and Geodetic Survey at Washington from 1879 to 1881.

He studied civil engineering, and passed in that branch into the naval service, and became Lieutenant Peary, U. S. N. His first assignment was to Key West and later to the tropics. He was sub-chief of the surveying for the Nicaragua Canal route. It was when he returned to Washington that he fell upon the book about Greenland, and thereafter virtually consecrated himself to polar exploration. Obtaining leave from the naval service, he led an expedition into Greenland to determine the extent of this mysterious land. He determined its insularity, discovered and named many Arctic points which today are familiar names, such as Independence Bay, Melville Island and Heilprin Land, and in one of his voyages he discovered the famous meteorites, which he brought back to civilization. One of them, weighing ninety tons, is the wonder of visitors to the Museum of Natural History in New York City. Between voyages Peary resorted to the lecture platform to raise funds for further exploration. In one instance he delivered one hundred and sixty-eight lectures in ninety-six days, raising \$13,000. For determining the insularity of

Greenland Rear-Admiral Peary received the Cullum Medal of the American Geographical Society, the Patron's Medal of the Royal Geographical Society of London, and the Medal of the Royal Scottish Geographical Society at Edinburgh.

He made another Arctic voyage, lasting from 1893 to 1895, during which he made a thorough study of the little tribe of Arctic Highlanders. In 1894 he discovered the famous Iron Mountain, first heard of from Ross in 1818, which proved to be three meteorites. One of them, weighing ninety tons, is the largest known to exist. He brought the Cape York meteorites during summer voyages in 1896 and 1897. From 1898 until 1902 he commanded the expedition to the Arctic under the auspices of the Peary Arctic Club of New York, rounding the northern extremity of the Greenland Archipelago, the last of the great groups. He named the northern cape, the most northerly land in the world (eighty-three degrees, thirty-nine minutes north latitude), Cape Morris K. Jesup, and attained the highest north in the Western Hemisphere (eighty-four degrees, seventeen minutes north latitude). In July, 1905, he sailed north again, in a vessel especially built by the Peary Arctic Club and named "The Roosevelt," and returned in October, 1906, having reached the "highest north."

By the time Peary had reached civilization after his sixth trip, he decided on still another voyage. With the especially designed ship, "The Roosevelt," he drove further into the frozen ocean than navigator had ever been before. On foot he advanced until his record for this seventh trip stood at 86.6, where starvation and cold again checked the party. The explorer was fifty-two years old, when in July, 1908, he set out on his eighth and successful invasion of the polar region. Captain Bartlett, the veteran

navigator for Peary, shouted to Colonel Roosevelt as the ship was leaving its wharf: "It's the Pole or bust this time, Mr. President."

The method of attacking the Pole was in five different detachments, pushing north in the manner of a telescope, and planned with the precision of a military campaign. At the eighty-eighth parallel Peary parted with Captain Bartlett, in charge of the fourth detachment, and he, with another member of his crew and four Eskimos, made the final dash. They covered one hundred and thirty-five miles in five days. Peary's last march northward ended at ten o'clock on the forenoon of April 6th. After the usual arrangements for going into camp he made the final observation, indicating that his position was then eighty-nine degrees, fifty-seven minutes. Within sight of the Pole the commander was so exhausted that he could not proceed. The Pole was gained on the next day. Observations which were later registered at the United States Coast and Geodetic Survey in Washington were made, and the return trip made in all haste. Though conscious that he was leaving, said Peary, he did not wait for any lingering farewell to his life's goal, as four hundred and thirteen nautical miles of ice floes and possibly open leads still lay between the party and the north coast of Grant Land. "I gave one backward glance and then turned my face south and toward the future," he said. He had spent thirty hours from April 6th to April 7th around the Pole, a great tract of frozen sea. The weather was cloudless and flawless. The temperature ranged from thirty-three degrees to twelve below. Where open places permitted soundings nine thousand feet of wire, which was all Peary had, failed to touch the bottom.

Upon his return he was raised to the rank of Rear-

Admiral of the United States Navy, and retired on pay. Congress voted him its thanks in a special act, and gold medals, decorations, and honors of many kinds were showered upon him. A scientific and popular narrative of his success he wove into a book called "The North Pole," while his other expeditions are described in detail in his "Northward Over the Great Ice" and "Nearest the Pole."

Peary's closing years were spent in a well-earned rest, living for a large part of the time with his family on Eagle Island, off the coast of Portland, Maine. He married, in 1888, Josephine Diebitsch, daughter of Herman Henry and Magdelene Schmid Diebitsch, of Washington, D. C., and had two children: Marie A. and Robert Peary. Mrs. Peary frequently accompanied her husband on his northward journeys, and on one of these trips Marie Ahnighite Peary was born and bears the distinction of having been born further north than any other white child in the world. She was married to Captain E. Stafford on October 7th, 1917.

Rear-Admiral Peary became interested in aviation, and was prominently identified with the aeronautic preparedness movement. He was a member of the Board of Governors of the Aero Club of America and was president of the Aerial League of America, and had been elected president of the Aero Cruiser Corporation. He was a member of the Royal Geographic Society of London, the Philadelphia Geographic Society, the Peary Arctic Club, the Aero Club of America and the Explorers' Club. He received the Hubbard Gold Medal and also a "Special" Gold Medal by the National Geographic Society, the Culver Gold Medal by the Chicago Geographic Society, the Kane Gold Medal by the Philadelphia organization, as well as the Daly and Cullum Gold Medals by



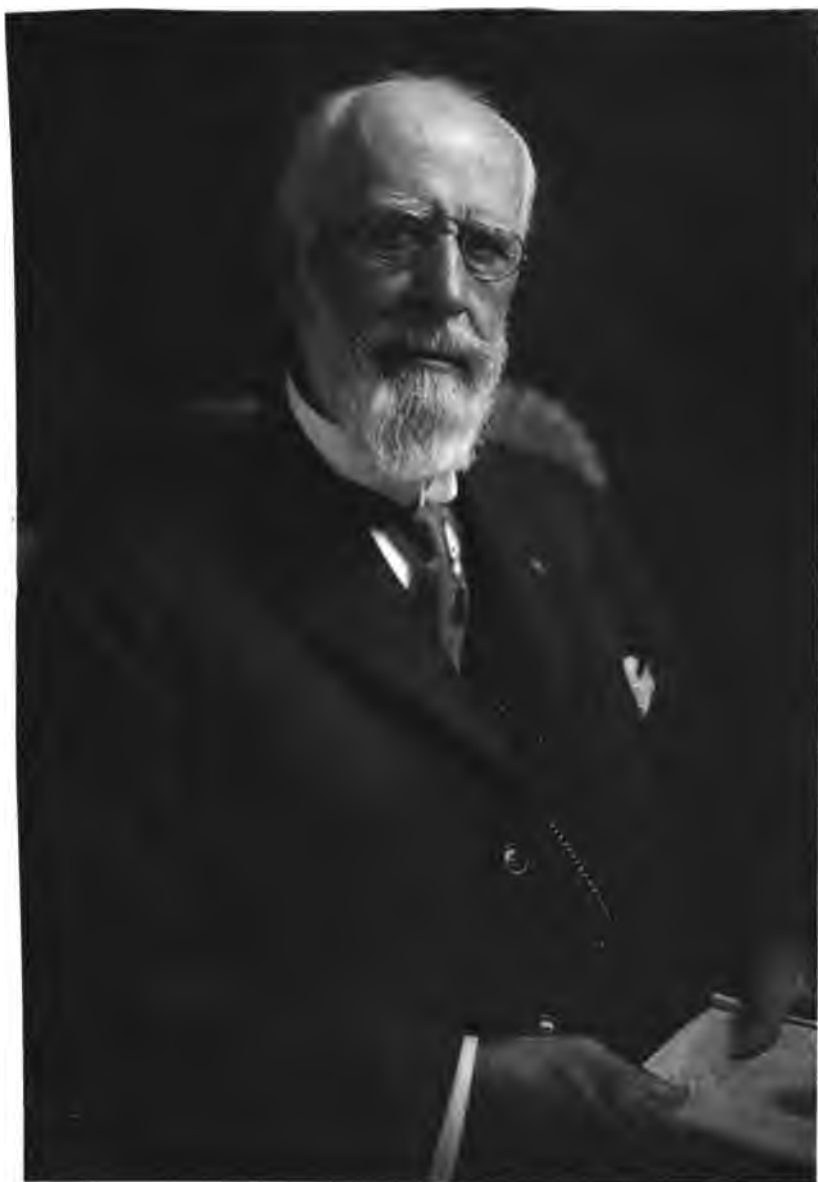
the American Geographic Society. Rear-Admiral Peary also received medals from the German, Austrian and Hungarian Societies, and the Royal, Royal Scottish, Italian and Belgian Geographic Societies. He was president of the Eighth Geographic Congress held in Washington in 1904; honorary vice-president of Ninth Geographic Congress at Geneva, 1908; and the Tenth, at Rome, in 1913, the year he was made an officer of the Legion of Honor of France. He was a member of all the principal home and foreign Geographical Societies; the American Alpine Club, the Museum of Natural History, the New York Chamber of Commerce, Phi Beta Kappa and Delta Kappa Epsilon fraternities.

Admiral Peary died February 20th, 1920. Honors, showered by learned societies the world over, demonstrated the greatness of the achievement of the man, but those who understood knew that to him the chief source of pride and satisfaction was the service to his country, and that America had wrested from Fate the prize denied all other lands and ages. Loyalty to his country was reflected and intensified toward his friends.

## Samuel Stephen Curtis



AMUEL STEPHEN CURTIS was born in McConnelsville, Ohio, March 7th, 1838; son of General Samuel Ryan Curtis. He came of old New England stock and back of that English. His grandmother, Phaley Yale, was a direct descendant of Thomas Yale, who came from London, England, with his mother and stepfather, Theophilus Eaton, on the "Hector," which landed in Boston, June 26th, 1637. His father, David Yale, was a descendant of an ancient and wealthy family of that name in Wales. After landing in Boston they proceeded to New Haven, then Quinnipiac, and Mr. Eaton and Mr. Hopkins (who afterward as Governor Hopkins was the husband of Thomas Yale's sister, Ann) formed the company which founded New Haven and later assisted in the making of the Blue Laws of Connecticut. His brother, David, married in this country and was the father of Elihu Yale, who, while a boy, returned to England and became the Governor of Madras, where he amassed a great fortune. In 1716, when it was decided to remove the Collegiate School of Saybrook to New Haven, funds were badly needed and Dr. Cotton Mather of Boston wrote to Governor Yale a most persuasive letter which brought forth the gift that made Yale College possible and caused it to be named after Governor Yale. Phaley Yale was married to Zerab Curtis, who was a descendant of William Curtis who named Stratford, Conn., after his old home, Stratford-on-Avon, where he lived until he came to America on the Lyon in 1632. This William Curtis was brother-in-law to John Eliot, the



*A. Curtis*



apostle to the Indians. He was also related to the Washington family; the sister of John Washington, who settled in Virginia in 1657, having married Philip Curtis. Colonel Curtis' mother was Belinda Buckingham, and it is a queer coincidence that her first American ancestor was Thomas Buckingham, who came over on the same boat as the Yales, and was a member of the same company with Governors Eaton and Hopkins, that founded New Haven. His son, the Rev. Thomas Buckingham, was one of the founders and fellows of Yale College from 1700 until his death. He held a high place among the clergymen of his time and was one of the moderators of the famous Synod held at Saybrook and formed the platform for the Government of Churches in 1708. Samuel Ryan Curtis was graduated at the United States Military Academy in 1831, but resigned from the Army in 1832 and became a civil engineer, superintending the Muskingum River improvements in 1837-39. He then studied law, and practised in Ohio from 1841-46. He had been promoted Captain of Militia in 1833; was Lieutenant-Colonel in 1837-42; Colonel 1843-45, and in 1846 was made Adjutant-General of Ohio for the special purpose of organizing the State's quota of volunteers for the Mexican War. He served as Colonel of the 2d Ohio Volunteers, and while in charge of the army stores at Camargo defeated an attack by General Urrea and drove the enemy by forced marches through the mountains to Ramos, thus opening General Taylor's communications. After the discharge of his regiment he served on the staff of General Wool and was Governor of Santillo, 1847-48. He then engaged in engineering in the West and in 1855 opened a law office in Keokuk, Iowa. He was a Representative from Iowa in the 35th, 36th and 37th Congresses, resigning from the

37th Congress before the extraordinary session of July 4th, 1861, to command the 2d Iowa Volunteers. He was a member of the Committees on Military Affairs and the Pacific Railroad, 1857-61, and was a delegate to the Peace Congress in 1861. He was one of the first officers to be commissioned Brigadier-General, May 17th, 1861. He organized and had charge of a camp of instruction near St. Louis, commanded the Southwestern District of Missouri from December to February, 1862, and the Army of the Southwest till August, 1862, taking possession of Springfield, Mo., February 13th, and defeating Generals Price and McCulloch at Pea Ridge, Arkansas, March 8th, 1862. He was promoted to Major-General of Volunteers March 21st, 1862, and from July 14th to August 29th occupied Helena, Ark., having marched over 1,000 miles through swamps and wildernesses. While on leave of absence from August 29th till September 24th, 1862, he was President of the Pacific Railroad Convention in Chicago.

He commanded the Department of Missouri 1862-63, and that of Kansas, 1864-65. He aided in the defeat and pursuit of General Price's army and commanded the Department of the Northwest from February 16th to July 26th, 1865. He was United States Commissioner to negotiate treaties with the several tribes of Sioux and Cheyenne Indians of the upper Missouri from August to November, 1865, and Commissioner to examine the Union Pacific Railroad in 1866. He was mustered out of the volunteer service April 30th, 1866.

Samuel S. Curtis was educated in the public schools of Wooster, Ohio; Keokuk, Iowa, and St. Louis, Mo. He left school in 1853 to accompany his father, who was chief engineer of a projected railroad from Fort Wayne,

Indiana, to Council Bluffs,<sup>1</sup> Iowa. He continued with the surveying party to Kanesville and then took passage on the steamer Ben Campbell for St. Louis. The following winter the Kanesville post-office was changed to Council Bluffs, the Kansas-Nebraska Bill was passed, the Omaha town site was claimed by the Ferry Company of which General Curtis had become a member, and in the spring of 1854 Omaha was laid out. Mr. Curtis had crossed the plains to the Rocky Mountains eight times before the first railroad line was built. On September 20th, 1858, he was elected captain of a train of emigrants at Columbus, Nebraska, and immediately left Council Bluffs for Pikes Peak. He arrived in camp about one and a half miles below Denver on October 20th, attended a meeting of the Auraria Town Company on the following day and was one of the first hundred to sign the paper of organization. The "Lawrence Company," consisting of seven members, had claimed 320 acres as a town site in the east bank of Cherry Creek, calling it St. Charles. Six of the members returned to the States leaving Charles Nichols to protect the town site, four logs crossed being the only improvement. Mr. Curtis immediately began negotiations with Mr. Nichols for an interest in St. Charles. He turned out cattle to haul logs and with men from the camp built up his four logs to about six feet high, put on the roof, and when finished it was occupied by Hank Way as a blacksmith shop. In November the Kansas party with commission from Governor Denver obtained control of the St. Charles town site. The name Denver was adopted, and Mr. Curtis became a member of the Denver Town Company. There were forty-one original interests in the company, nine of which were given to the Leavenworth and Pikes Peak Express Company, which commenced running

a stage line to Denver in the spring of 1859. Mr. Curtis drew the first plan of the city of Denver, and staked out Larimer, Blake, E and F and other streets during November and December, 1858, and named the principal street Curtis, which remains its name today.

He then laid out Arapahoe on Vasquez Fork, now Clear Creek, just east of the Table Mountains. In February, 1859, Mr. Curtis opened a store on Ferry Street and in the fall became a director of the Denver Town Company and served on a committee to settle with F. J. Bayard for the construction of a bridge over the Platte. In the spring of 1860 he disposed of his stock of merchandise and engaged in mining in Pleasant Valley. On March 7th, 1861, he was made postmaster at Denver, receiving appointment number one, the first made by a Republican administration. The following spring the Organic Act of Colorado was passed at the extra session of Congress and in June the Territorial Officers arrived in Denver to organize the government, the settlement having been for 2½ years trespassers on Indian lands, and with no form of government except such as had been adopted by mass meetings of the different communities and mining camps. Mr. Curtis drew up the constitution of the Peoples' Government of the city of Denver, which was afterwards recognized by the Territorial Legislature, with little to be improved upon.

In the meantime the Civil War had come on and the Secessionists were organizing in Denver and in the mountains. Governor Gilpin obtained authority to raise two companies of volunteers and Mr. Curtis was sent to Fort Laramie, 225 miles north of Denver, to get arms for these two companies and if possible for a regiment. He finally secured equipment for 1,200 men. Shortly after he was



sent to Washington to get the "Gilpin Drafts" paid, where he succeeded in getting a regular army officer sent to Denver with money to pay such accounts as he found honest and just. Mr. Curtis was appointed Major of the 2d Colorado Infantry. In September, 1862, he became Lieutenant-Colonel and aide-de-camp to his father, General Samuel R. Curtis; shortly after, by request of Governor Evans, he returned to Colorado and took command of Camp Weld. He was made Lieutenant-Colonel of the 3d Colorado Infantry Volunteers and on March 5th, 1863, with five companies, started for the front. He was in active service in southern Missouri and in the fall General Schofield ordered the 2d and 3d Colorado Infantry Volunteers consolidated and made cavalry, and on January 1st, 1864, he was ordered to report to General Curtis at Fort Leavenworth for staff duty. After the close of the campaign against Price in the fall of 1864, he was Senior Major of the 2d Colorado Cavalry, which regiment was doing garrison duty in Cass, Bates and Jackson counties, Missouri, with headquarters at Kansas City, and Colonel of the regiment in command of the aforesaid district.

Major Curtis was on detached service as Judge Advocate of the Department of Kansas and A. D. C. on the staff of Major-General Curtis at Fort Leavenworth.

During this time Major Curtis made his memorable trip on the steamer Benton, running the gauntlet from Glasco to Kansas City without a guard and only the boat's crew. He came through a perfect fusilade a distance of two hundred miles. Attacks were almost continuous from Brunswick to Independence. Major Curtis through remarkable coolness and courage saved the boat.

After the war Colonel Curtis made a trip to Europe in 1866 and on his return was appointed Assistant United

States Attorney at Keokuk, Iowa, in 1868. He moved to St. Louis in 1871, returning to Keokuk in 1874 and removed to Omaha in 1882, where he engaged in the real estate business. In 1896 he was appointed Master-in-Chancery of the United States Circuit Court, District of Nebraska, and served until 1912. He was a member of the Omaha Real Estate Exchange, Loyal Legion and G. A. R.

He married, in 1868, at Christ Church, New York City, Mary Kate Bird, daughter of James D. Bird of that city, and had six children, two of whom survive: Kate Belinda Curtis and Carita, wife of E. Dimon Bird of New York.

Colonel Curtis died March 3rd, 1920. His successes were won by steady purpose, indomitable will and remarkable pervision; and yet, there was inwoven with the strong masculine traits of his character a thread of grace and delicacy of perception and emotion that responded intimately to all beauty of form, color, sound or sentiments. Few outside the circle of his family and intimate friends appreciated how richly his spiritual nature was endowed.

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*Stephen P. Jocelyn*

## Stephen Perry Jocelyn



STEPHEN PERRY JOCELYN was born in Brownington, Vermont, March 1st, 1843; son of William Joslyn and Abigail Nims Wilder Jocelyn. He was a descendant of the Jocelyns who left Britain with the Romans in 426, and, with others of the brave Roman British soldiers, settled in Little Brittany, and gave their names to the town of Jose-lin or Gosselin in Upper Brittany. The family derives its descent from Charlemange "with more certainty than the Houses of Loraine and Guise, who so highly boast of it."

The first of the family in this country, Thomas Josse-lyn, came over on the ship "Increase" in 1635, and settled first at Hingham, where he was an inhabitant and landed proprietor in 1637. He removed to Lancaster, Massachu-sets, where he subscribed to the town covenant November 12th, 1654. His descendants comprise governors, United States senators, representatives in Congress, generals, senators and representatives to the Legislature and other high official circles.

Nathaniel, son of Thomas, married Sarah King, and their son, Peter, became prominent in the civic and mili-tary life of Lancaster. His wife, Sarah Howe, and three children were massacred during his absence by the Indi-ans, July 18th, 1692. He then married Johanna Whit-comb, and their son, Peter, married Alice Woods. Nathaniel, son of Peter, married Martha Fairbanks, and their son, Joseph, married Dorothy Osgood. Dr. William Joslyn, son of Joseph, married Rebecca Perry, and his son was the father of Stephen Perry Jocelyn. His mother was

named after Abigail Nims, who was carried away by the Indians, kept for a time and returned.

Stephen Perry Jocelyn received his education at the Morrisville Academy and at Barton Academy, Barton, Vermont, and entered the United States military service in 1863, serving as a Lieutenant of Volunteers throughout the Civil War. He took part in the operations before Richmond, Virginia, and was present at the occupation of that city on April 3rd, 1865. He entered the regular army as a Lieutenant of the Sixth Infantry in 1866, being promoted to the rank of Captain in 1874 in the same regiment, and serving in the same position in the Twenty-first Infantry until 1897, when he was appointed Major of the Nineteenth Infantry. He had previously received the brevet rank of Major "for conspicuous gallantry" in the Nez Perce Indian Campaign in 1877. In 1899 he was promoted to Lieutenant-Colonel of the Twenty-fifth Infantry, and in 1901, Colonel of the Fourteenth Infantry, serving in that position and on the general staff until 1906, when he was appointed Brigadier-General. He served in the Philippines in 1900, and again in 1903, commanding in the Island of Samar. From 1904 to 1906, the period embracing important work of the army, incident to the earthquake and fire in San Francisco in the latter year, he was on duty in that city as Chief of Staff of the Pacific Division, being later assigned to the command of the Department of the Columbia. General Jocelyn retired from active service, March 1st, 1907.

He was a member of the Military Order of the Loyal Legion, the Society of Colonial Wars, and the Buffalo (New York) Historical Society, besides the Army and Navy Clubs of New York and Washington, District of Columbia; and the Algonquin Club of Burlington, Vermont.

He married at St. Louis, February 2nd, 1886, Mary Chamberlain Edgell, daughter of Stephen Madison and Louise Carter Chamberlain Edgell, and had three children: Louise Edgell, wife of Julian Bouton Clark; Dorothy, wife of Colonel William Irving Westervelt; and Captain Stephen Perry Jocelyn, Jr., who was on detached service in France as an observer in the Aviation Department, flying over the lines for a period of five months, and then became an instructor at Tours, and later was in the Bureau of Claims.

General Jocelyn died March 8th, 1920. He was a born leader. His firmness of purpose and strength of character, combined with his personality, were always inspiring to his men. He was kindly and courteous and a loyal friend, seeking and retaining the friendship of all around him.

## Llewellyn Marr Bickford



**L**LEWELLYN MARR BICKFORD was born at Westbrook, Maine, August 30th, 1864; son of Charles S. and Johanna Jewett Bickford. He was educated in the public schools of Portland, Maine. After leaving school he became associated in business with his father, who was a dealer in grain and flour in the city of Portland. Later on he became salesman for the Cumberland Bone Company, and in 1894 he was made treasurer of the Otis Falls Pulp and Paper Company at Livermore Falls, Maine. In 1898 he became purchasing agent for the International Paper Company, and in 1909 he was made vice-president and general manager of the Oxford Paper Company, which position he held at the time of his death. He was also vice-president and general manager of the Nashwaak Pulp and Paper Company, the Cape Breton Pulp and Paper Company, Ltd., and president of the Maine Coated Paper Company.

He was a member of the Manhattan, Republican and New York Athletic Clubs, of New York City; the Portland Country Club, and the Cumberland Club of Portland, Maine.

He married, June 20th, 1888, Gertrude, daughter of Thaddeus and Rinda Lewis, of Portland, Maine, and had one daughter, Dorothea Bickford.

Mr. Bickford died March 22nd, 1920. He was a man of sympathetic and attractive personality, large and benevolent purpose and really useful accomplishment, who won a high and honored place in the community. The loftiest principles governed him in all of his transactions.





L. M. Buckford



He was a singularly retiring man, and was never publicly active in any way, but was intensely interested not only in the material advancement of the community and State, but in their spiritual development in the highest sense, as exemplified in the intellectual progress of an enlightened citizenship. His sympathy was genuine and his hospitality a fine art, and he never lost an opportunity of showing kindness to even slight acquaintances. He was loved and respected by all who knew him.

## Henry Foster Sewall



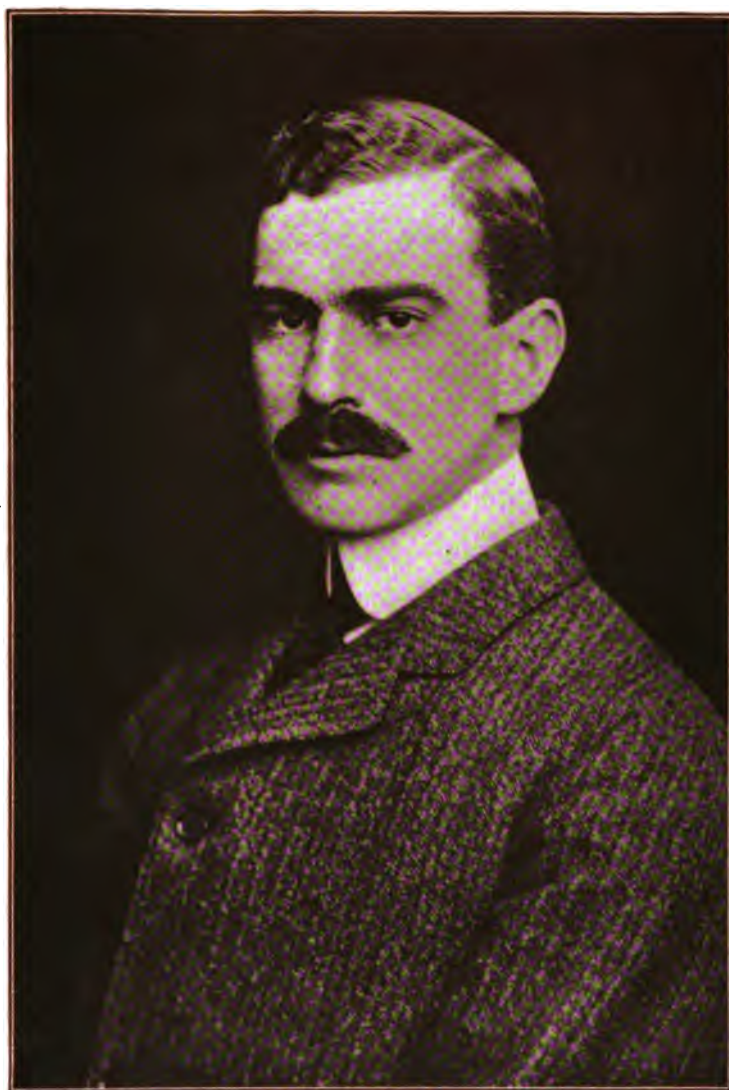
HENRY FOSTER SEWALL was born in New York City, December 16th, 1876; son of Charles and Anna Brooks Sewall. He was a direct descendant of Henry Sewall, Mayor of Coventry, England, 1606, whose son, Henry, emigrated to New England and settled in Newberry in 1634, where he married Jane Drummer. His son, Samuel, married Judith Quincy Hull, Governor Bradstreet performing the ceremony, and it is of this marriage that the story is told of the father presenting the groom with a chest of pine-tree shillings equalling the bride in weight. He was a noted jurist, a Fellow of Harvard College, and author of "The Selling of Joseph," "Accomplishment of Prophecies," "A Memorial Relating to the Kennebeck Indians," "A Description of the New Haven." He gave five hundred acres of land at Petaquamscutt to form an elementary school, and five hundred acres in the same locality to Harvard.

Joseph Sewall, son of Samuel, was pastor of the South Church, Boston, Massachusetts, 1713-69. He declined the presidency of Harvard College tendered him in 1724. His grandson, Samuel, was a Representative from Massachusetts in the Fifth and Sixth Congresses; a Judge of the Supreme Court of Massachusetts, 1801-13, and Chief Justice, 1813-14.

Henry Foster Sewall was educated at the Condon School, Columbia Grammar, and was a member of the Class of 1897 at Cornell University. His father had been the United States manager of the Commercial Union Assurance Company, and after leaving college he entered

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*Henry Foster Sewall*



the fire and accident insurance field, in the office of Weed & Kennedy. Shortly after, he formed the firm of Sewall, Prouty & Dyett, which was dissolved in 1899, and the firm of Duer, Gillespie & Sewall was organized, becoming general agents of the General Accident, Fire and Life Assurance Corporation. In 1905 he severed his connection with the firm and became one of the incorporators and president of Sewall & Alden, general agents for automobile and burglary and personal accident and health companies. He was active in New York legislative matters permitting casualty companies to write automobile collision and property risks. He was vice-president of the Motion Picture News, Inc., A. B. & S. Realty Company and the Surbrug Chocolate Corporation, and a member of the Downtown Association, Alpha Delpha Phi, and the St. Maurice Fishing and Game Club of Canada.

He married, May 13th, 1905, Ethel, daughter of Redford Joles and Ellen Cornelia Mount, of New York, and had two children: Barbara and Eleanor Sewall.

His sister, Miss Edith Brooks Sewall and two brothers, Otis Prescott and Duer Irving Sewall, survive him.

Mr. Sewall died June 16th, 1920. His ready comradeship made him popular among men of all classes wherever he went. He was generous, liberal minded, optimistic and devoid of petty prejudice. The tragedy of his untimely taking off is mitigated by the brilliant achievements of his brief life of less than fifty years.

## James Maxwell Wheaton



**J**AMES MAXWELL WHEATON was born in Warren, Rhode Island, March 10th, 1842; son of Elbridge Gary and Abigail Cole Wheaton, and a descendant of Robert Wheaton, who came to America in 1636, and settled first at Salem and then became one of the original proprietors of Rehoboth, Massachusetts.

James Maxwell Wheaton was educated at the high school and under the private tutelage of Nathan Moore. At the outbreak of the Civil War in 1861 he enlisted in the 5th Regiment, Rhode Island Volunteers; on December 8th he was appointed Second Lieutenant, and in June, 1862, he was promoted to First Lieutenant and Adjutant of the Regiment, 1862 to 1864. He recruited a regiment of colored soldiers, and was appointed Major by General Butler.

He rendered distinguished service in the battles at Roanoke Island, Fort Macon, Rawles Mills, Kingston, Raleigh and Little Washington. He was honorably mustered out December 23rd, 1864.

He was then employed as inspector in the Custom House at Chicago, and in December, 1865, became paymaster of the Russell Paper Company at Lawrence, Massachusetts. He held various positions in the company, continuing as manager until 1898, when the property was taken over by the International Paper Company, and he became treasurer of the Russell Paper Company.

He was president of the Androscoggin Pulp and Paper Company, treasurer of the Green Mountain Pulp





*John M. Wheaton*



Company, and a director of the Mount Tom Sulphate Pulp and Paper Company, the Russell Coal Company and the Bellows Falls Electric Light Company.

He was a Mason and a member of the Boston Art Club and numerous other clubs and societies in Boston and Portland.

He married Julia Augusta Sprague, daughter of James Madison and Charity Sprague Gooding, of Bristol, Rhode Island, and had two children: Mrs. Nelson R. Hall, of Warren, Rhode Island, and Mrs. William Parker Sargent, of Providence.

Mr. Wheaton died October 1st, 1916. He was a man filled with practical and constructive ideas, with the ability to carry them through to success. To his friends and associates the recollection of his character and work will always be an inspiration.

## Joseph Nelson White



JOSEPH NELSON WHITE was born at Winchendon Springs, Massachusetts, October 4th, 1851; son of Nelson Davis and Julia Davis Long White. The first of the family in America was Thomas White, who came over on the ship "Annabel" from England in 1660 and settled in Charlestown, Massachusetts. He was a Freeman of Charlestown in 1666, and admitted to the Church in 1668. He served in Captain Syll's Company in King Philip's War, and was also a member of Captain John Cutler's Company.

John Nelson White attended the schools of his native town until his fifteenth year, when he was sent to the Highland Military Academy in Worcester, where he remained for two years, graduating in 1867 with high rank. He then spent a year at the Institute of Technology in Boston, taking a course in mechanical engineering, English literature, physics, and chemistry.

In 1869 he entered his father's mill at Winchendon Springs, and began that connection with the business which lasted for fifty years. In 1876, in addition to the work of the mills, he engaged in a cotton brokerage business, which he followed for several years, and which proved to be very lucrative. In 1877 he bought, with his brother, Zadoc, the Jaffrey Mills, starting out simply with credit and developing very shortly a profitable and constantly growing enterprise. In 1898 the brothers bought and developed the White Valley property in Coldbrook. In addition to these enterprises he was one of the prime factors in the various additions to the Springs estate, par-



Joseph F. Whelan

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ticularly in the enlargement of the Springs mill by the building of a large weaving mill. Not the least of his adventures in business was the development by his sons, Nelson and Joseph, of the great plant and remarkable water power at West Peterboro, to which Mr. White gave as much enthusiasm and inspiration as if the enterprise were his own.

Mr. White had been a director in numerous banks and corporations, besides holding other positions of trust and honor. But at the time of his death he had withdrawn from everything except the trusteeship of the Murdock Fund, to the presidency of which he succeeded the late Rodney Wallace of Fitchburg.

He traveled extensively, both in this country and Europe, deriving keen enjoyment and fresh inspiration from his travels. It seems unfortunate that his really remarkable natural aptitudes for literature, art and social intercourse should have been largely sacrificed to his exclusive devotion to business. He had wit, an inherent turn for letters, a sensitiveness to natural beauty, combined with original and thoughtful expression.

Mr. White was charitable in the broadest sense of the word. He was constantly looking for worthy objects of his assistance, and contrived in his modest, generous way to make the recipients of his gifts feel that the obligation was almost mutual.

He married, September 14th, 1875, Annie Evans, of Cincinnati, and had five children: Nelson D. and Joseph N. White, Mrs. John Badger, of Brookline; Mrs. Loy E. Hoyt, of Chillicothe, Ohio, and Rachel White.

Mr. White died March 13th, 1920. He possessed a master mind backed by a master spirit. He was one of the greatest constructive business forces in New England.

Starting with nothing but his own ability, industry, foresight and courage, he built up in a short space of time a remarkable manufacturing organization. He was constantly upbuilding, never tearing down. Without political aspirations, he had a clear conception of public questions which challenged the respect of men whose lives had been devoted to the public service, but who too often lacked the courage to follow to a logical result the principles they knew must be correct. In everything he undertook his power and vitalizing energy were strongly felt. He was a believer in publicity, but it was always his work, not himself personally, which he advertised. A strong man, loved by his associates, he was a remarkable example of what may be achieved in America by the man of force and character.







Alexander Forthraane

## Alexander Cochrane



ALEXANDER COCHRANE was born at Bar Head, Scotland, May 12th, 1840; son of Alexander Cochrane and Margaret Rae. His father, also Alexander, was the fifth son of a family of nine of John Cochrane of Glanderston House, Neilston, and Isabella Ramsey, and grandson of Hugh Cochrane and Bethiah Douglas, daughter of Francis Douglas and Elizabeth Ochterloney. Francis Douglas was a direct descendant of Archobald Douglas, fifth Earl of Angus, through John Douglas, brother of the ninth Earl. Elizabeth Ochterloney was second cousin to General Sir David Ochterloney, a leading figure in early British Indian history.

John Cochrane, of Glanderston House, father of Alexander, Sr., dying in middle life, his business of bleaching fell to the management of his oldest son who got into such difficulties that the family had to leave Glanderston. This left his younger brother, Alexander, to his own resources, the result being he came to New York in September, 1847, with his wife and two children: Alexander, the subject of this sketch, seven years, and Hugh, a year old. He first settled in New Jersey but later entered into an arrangement with C. P. Talbot & Co., of Lowell, Mass., to build and manage a chemical works at Billerica, Mass.

At Billerica, young Alexander Cochrane spent his boyhood and was educated in the public schools and at a private school in Lowell. At the age of sixteen he entered his father's works, and when, in 1857, Alexander, Sr., began business on his own account, he soon took his

son in as partner, forming the firm of A. C. Cochrane & Co. This was the beginning of the business which in 1883 was incorporated as the Cochrane Chemical Company, and which, after his father's death in 1865, Alexander Cochrane with his brother, Hugh, eventually made the largest business of its kind in New England.

Mr. Cochrane had many other interests besides the chemical company. He was a prominent factor in the development of the telephone company; he became a director of the New England Telephone Company on its formation in 1878, and of the National Bell Telephone Company on its formation the following year. A year later he became a director of the American Bell Telephone Company. In 1899, on its formation, he became a director of the American Telephone and Telegraph Company. He continued as director of these interests and as a member of the Executive Committee continuously until 1907 when he resigned, serving as president of the American Telephone and Telegraph Company in 1900. About 1909, at the special request of Mr. Vail, he again went on the Executive Committee and served until 1917.

He was a director of the Eliot National Bank, the Chicago, Burlington and Northern Railroad, the Boston and Lowell Railroad, the New York, New Haven and Hartford Railroad, the New England Navigation Company, the Boston and Maine Railroad, the Maine Central Railroad, the Massachusetts Electric Company and various other corporations, also vice-president and director of the New England Trust Company. He was president of the Manufacturing Chemists' Association of the United States, and president of the Board of Trustees which built the Peter Bent Brigham Hospital. He was a vestryman of Trinity Church, Boston, and was chairman of the committee

which built the splendid porch and western tower in 1894. He was also one of the committee on the Philip Brooks Memorial Monument on the church grounds. He was chairman of the committee of the Boston merchants by whom the money was raised for the former building of the Y. M. C. A. on Boylston Street, and also chairman of the Building Committee.

He was a member of the Somerset Club and Union Club, of which he was vice-president; the Thursday Evening Club, the Country Club, the Long Point Shooting Club on the Ontario Shores of Lake Erie, the Canaveral Club in Florida and the Restigoushe Salmon Club in Canada. He was an extensive traveler and was deeply interested in literature and art.

He married, March 24, 1869, Mary Lynde Sullivan, daughter of John Landgon and Mary Lynde Sullivan, of Malden, a descendant of Governor Sullivan, of Massachusetts. Mr. and Mrs. Cochrane had eight children: Alexander Lynde Cochrane, Mrs. Lindsley Loring, Mrs. George R. Fearing, Jr., Francis Douglas Cochrane, Mrs. F. Murray Forbes, James Sullivan Cochrane, Mrs. Howard G. Cushing and Miss Mary Cochrane.

Mr. Cochrane died April 10th, 1919. He was a man of unusual versatility and charm, a most loyal friend, happy in trying to spread happiness around him. He gave ungrudgingly of his mental ability and his physical strength as his contribution to the public welfare. His various activities, of philanthropic and otherwise, imposed upon him many tasks. He did them all with credit to himself and benefit to his fellowmen.

## James Mitchell



**JAMES MITCHELL** was born in Pembroke, Ontario, Canada, June 19th, 1866; son of Charles David and Anna Parteous Mitchell, who came to America from Aberdeenshire, Scotland.

In 1869 the family removed to the United States and settled near Milton, Massachusetts. He was graduated from the Milton High School in 1882; prepared for Harvard, but finally decided to take up electrical work instead of going to college. He entered the employ of Stern & George, Boston, where he did a great deal of electrical and experimental work, and shortly after became associated with Mr. Milliken in the making of telephone instruments. In 1884 he went to work for the Thompson-Houston Company, afterward part of the plant of the General Electric Company at Lynn. He made personally all the early volt meters and ampere meters put out by the company, and had direct charge of the manufacture of the first stationary and railway motors. In 1887 he was sent to Alleghany City to co-operate with the Bentley-Knight group in the installation and operation of the Observatory Hill Railway. Later on he went to Pullman, Illinois, as an engineer at the Chicago office of the Thompson-Houston Company, where he had charge of the building and equipping of street railway cars and trucks at the Pullman works, and the electrification and operation of numerous street railways in the Middle West. In 1896 he went to California as chief engineer of the Pacific Coast Department, and from there went to Rio de Janeiro, Brazil, and



*James Mitchell*





installed the first trolley cars in South America. He remained in Brazil seventeen years and was associated with Dr. F. S. Pearson in the financing and equipment of the Sao Paulo Tramway, Light and Power Company and the Rio de Janeiro Tramway, Light and Power Company, which control, under the name of the Brazilian Traction, Light and Power Company, all the street railways, electric light and power and telephone systems of these two important cities.

Mr. Mitchell designed and suggested many improvements in connection with street railway equipment, and patented the undermining service wheel trolley, extensively used in England and the Continent.

Although never a resident of the South, Mr. Mitchell was one of the first to recognize the immense possibilities that section of the country offered for the development of water power. He endeavored to interest American capital in his undertaking to harness the streams in Alabama. Capitalists in this country were skeptical because they thought it would be many years before there would be adequate returns on their investment. Mr. Mitchell went to London for the initial capital, the arrangements being made through the banking house of Sparling & Company, with whom he was associated for about ten years in financing numerous enterprises in Canada and Latin America.

When the war came, additional capital for the pushing of the development of the project had to be secured in this country. By this time he had demonstrated the real merit of his proposition and had no difficulty in selling bonds in this country for the continuance of the construction work.

Besides the Alabama Power Company, Mr. Mitchell was president and director of the Alabama Interstate

Power Company, the Alabama Traction, Light and Power Company, Limited; the Birmingham, Montgomery and Gulf Company, the Little River Power Company; director of the Attalla Oil and Fertilizer Company, Cities Service Company, Manassas Tramways and Lighting Company, Limited; Mexican Northern Company, Mussel Shoals Hydro-Electric Power Company, and Utah Securities Corporation.

He was a member of the Engineers', Union League, Bankers' and Columbia Yacht Clubs, the Down Town Association, and the Automobile Club of America; the Royal Automobile, Stokes-Pages, and Golf Clubs of London; the Roebuck Country Club of Birmingham, Alabama, and the Engineering Club of Rio de Janeiro, Brazil.

He married, January 22nd, 1901, Carolyn Marie, daughter of James Jenkins and Margarite Fletcher Stevenson, of Maryland. Mr. Mitchell is survived by his wife and two children: John Malcolm Mitchell, a junior at Cornell, and Marion Mitchell.

He died July 23rd, 1920. He was gifted with extraordinary intelligence, quick perception, accurate judgment, and more than all, he had the imagination to realize the ultimate objects of policy in all the various fields in which he was pre-eminent, and tireless energy and enthusiasm and devotion in pressing towards those objects. The interests which he established are so soundly founded that they will endure of his tradition, but the breadth of his vision, his freshness of view, and his instinctive judgment, cannot readily be replaced. His generosity and enthusiasm is an unforgettable inspiration to his associates.





JONATHAN PRESCOTT HALL

## Jonathan Prescott Hall



ONATHAN PRESCOTT HALL was born in Pomfret, Connecticut, July 9th, 1796; son of Dr. Jonathan Hall and Bathshebab Mumford, of Newport, Rhode Island. He was descended from John Hall, who came from Coventry, Warwickshire, England, in 1630, to Charlestown, Massachusetts, probably in the fleet with Governor Winthrop. His name is number nineteen on the list of church members of the First Church of Charlestown at its organization, July 30th, 1630. There was then no church in Boston; but in 1632, a majority of its members being on that side of the Charles River, they caused its removal, and it became the First Church of Boston.

Jonathan Prescott Hall was graduated from Yale College in 1817, and was admitted to the Bar shortly after graduation. He was elected and served as clerk in the House of Representatives of Connecticut, and following the advice of his friend, Daniel Webster, he removed to New York, where he became one of the most distinguished members of the Bar. Two noted lawyers, Charles E. Butler and William Maxwell Evarts, were students in Mr. Hall's office, and among his clientele, in an advisory capacity, were to be found Henry Clay and Daniel Webster. Each of these gentlemen gave Mr. Hall a bronze medal having a bust of themselves engraved thereon as a token of affection.

In politics he was a Whig, and he served as United States District Attorney in New York under Tyler and again under Fillmore. He published in two volumes "Re-

ports of Cases in the Superior Court of the City of New York," 1828-29.

He was a counsellor of extraordinary ability. While he was a most exact logician, an erudite pleader, and familiar with abstruse learning of real property law, he was richly endowed with noble and generous impulses, which bound to him in bonds of affection all who were admitted to his acquaintance. As an orator he was frank, argumentative, clear, forcible and convincing. His knowledge was extensive and thorough.

As a student of English and American law and literature he had few equals. His learning was not limited to the technical routine of professional practice, but included all departments of agriculture, horticulture and arboriculture, and geology and chemistry.

He married, in 1822, the daughter of James De Wolf, of Bristol, Rhode Island.

He died at his villa, Malbone Garden, at Newport, Rhode Island, September 28th, 1862. Charles E. Butler said, that he was "Endowed with great natural abilities, trained in the discipline of a liberal education, eminent in the labors and honors of the Bar, practiced in every excellent and honorable art of popular eloquence, furnished with every faculty of personal and social influence, an earnest lover of his country, of an absolute loyalty to its government and institutions, faithful to all public trusts and private duties, manly, brave, generous, warm in his affections, devoted in his friendship, intrepid against every form of fraud and falsehood, enthusiastic in his love of nature, and exact and eager in his pursuit of knowledge. He drew to himself the respect and affection of all who knew him."

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*Henry Bedlows*



## Henry Bedlow



ENRY BEDLOW was born in New York City, December 21st, 1821; son of Henry and Julia Halsey Bedlow. He was a descendant of Isaac Bedlow, one of the earliest Dutch settlers of New Amsterdam, son of Godfrey Bedlow, physician to William, Prince of Orange, who emigrated from Leyden, Holland, in 1639. He immediately became identified with the development of the city, and was for five years one of its aldermen. Isaac Bedlow was a counsellor and was admitted Freeman of the city in 1717.

In 1668, he acquired by purchase, the historic Bedloe's Island, now the site of Bartholdi's Statue of Liberty, the difference in the spelling of the name being the result of an error in the records. Another descendant, William Bedlow, was one of the government commissioners to make surveys for the Military School at West Point, and was postmaster of the first American post-office in New York City, in 1783. He married Catherine, sister of Colonel Henry Rutgers, of Revolutionary fame.

Henry Bedlow was educated under private tutors and at Yale College, being graduated at the Harvard Law School in 1842. He was admitted to the Bar of New York, but afterward studied medicine both in New York and France. He never practiced in either profession.

Early in life he was appointed attache to the American Legation in Naples, Italy, where his knowledge of the court language and its etiquette enabled him to be of great service to the charge d'affaires at this most ceremonious court of Europe.

In 1848 he accompanied Lieutenant W. F. Lynch in his exploration of the Dead Sea and the Jordan River, and is specially mentioned for his labors in the published report of the expedition.

He was elected mayor of Newport, Rhode Island, for three terms from 1875, and won universal commendation for his efficient and business-like administration.

He was a member of the Union, Players' and Union League Clubs, of New York City; and the Reading Room, Casino, Golf and Harvard Clubs, of Newport, Rhode Island. He was a chemist of ability and a writer of great versatility. His published writings include "The White Tsar, and Other Poems," "War and Worship" and "Dead Sea Expeditions."

He took an active part in amateur theatricals, and in Poor Pillicody and Beau Farintosh he fitted the role with marked acceptancy. Wallack said his interpretations were the finest he had ever seen.

He married, March 2nd, 1850, Josephine Maria De Wolf, daughter of Fitzhenry and Nancy De Wolf Homer, of Boston, Massachusetts, and had two children: Mrs. Francis Morris and Mrs. William Henry Mayer.

Mr. Bedlow died May 30th, 1914. He was a scholar and a man of science, whose bright temper and mirthful conversation were in no way inconsistent with sound judgment and good sense. Beneath his laughter lay wisdom; below the extravagancies of his imagination lay the equilibrium of spirit, strong and clear. He traveled extensively and saw all things in color; the world was for him so much booty for the eye. Endowed with a marvelous memory, he could transfer the visual impression into words as exact and vivid as the objects which he beheld. If his imagination recomposed things, it was in the manner of some admired painter.





FRANCIS MORRIS

## Francis Morris



**F**RANCIS MORRIS was born in Fordham in 1848; son of Lewis Gouverneur and Emily Lorillard Morris. The family was descended from the great chieftain, Rhys, who, in company with Richard de Clare, known as Strongbow, took part in the Anglo-Norman Conquest of Ireland in 1171. For his valiant deeds he was called Maur Rhys, and his descendants proudly held to this title, which eventually became transformed into Morris. The first of the family in America, Richard Morris, came to New York in 1668 and purchased three thousand acres of land near the Harlem River, which he named Bronxland.

The Morris family, for more than two centuries, have been identified with great estates on the one side and public affairs on the other. They can look back upon an illustrious record in the three great wars of American history. From the first they have been marked by studious habits, broad culture, philanthropy and patriotism. Lewis Morris was a signer of the Declaration of Independence and a Major-General in the Revolution.

Lewis Gouverneur Morris devoted himself to the development of the southern part of Westchester County; as early as 1838 he began the movement for the deepening and rectification of the Harlem River, and for the drainage of the marshes in its neighborhood. He encountered considerable opposition from the conservative elements of the district, but by sheer pluck and indomitable patience, carried his plans through to a triumphant end. His greatest victory has its memorial in that noble

structure, the High Bridge. When it was determined to bring the Croton water through to New York, the first proposition was to build a solid structure, which would have rendered the Harlem unnavigable. He fought the project with all his strength, and urged an aqueduct along the lines of the present structure. His plans excited an outburst of protestations upon the ground of extravagance, corruption and folly. He even went so far as to employ force.

When the contractors began driving strong piles, which threatened to close the stream, he studied the laws and found some precedent whereby he could legally sail a heavily laden craft through the navigable stream even when this was impeded by trespassers. He chartered an unwieldy craft, loaded it in Philadelphia with coal, sailed it up the Harlem at flood tide, and as he approached the piling, refused to drop anchor. The tide made the vessel an enormous battering ram, which swept away the works like reeds. He anchored a quarter of a mile above, and upon the ebb raised his anchors and swept back, demolishing, it is said, what little of the structure that remained. This was too much for the contractors. They gave up their attempt, and the Harlem River was preserved in its integrity.

In the fifties he wrote a monograph in favor of a ship canal at Spuyten Duyvil. The project was regarded as visionary at the time, but was adopted by the United States Government and made a fact in the nineties. He was active in the breeding of fine stock, and was one of the earliest importers of Devonshires, Shorthorns and Southdowns. His brother was mayor of New York for three terms.

Francis Morris attended a private school in Bridge-

port, Connecticut, and on September 27th, 1860, was appointed to the navy. During the next three years he was in the Naval Academy at Annapolis, and on October 1st, 1863, was promoted to ensign. In 1863-64 he was attached to the steam sloop "Powhattan," the flagship of the West India Squadron. He next served in the North Atlantic Blockading Squadron, and was present at both attacks on Fort Fisher. In 1865 he was transferred to the steam sloop "Monongahela," of the West India Squadron, on board which vessel he remained two years, being promoted to Master, November 10th, 1866. On February 21st, 1867, he was commissioned Lieutenant, and for the next three years was on board the steam sloop "Piscataqua," the flagship of the Asiatic Squadron. He was commissioned Lieutenant-Commander March 12th, 1868, and ordered to the "Ossipee" of the Pacific Squadron. During 1871-72 he was located at a torpedo station, and in 1873 was assigned to the "Shawmut," at the North Atlantic Station. In the early part of 1876 he was sent to the Boston naval rendezvous, and in 1877 was promoted Commander and assigned to duty on board the "Franklin."

He married, February 9th, 1875, Harriette Hall, daughter of Henry and Josephine Maria de Wolf Homer Bedlow, and had two children: Alice Prescott Morris and Lewis Gouverneur Morris.

Commander Morris died at Newport, Rhode Island, February 12th, 1883. He was one of the best known and valued officers in the navy. His firmness of purpose and strength of character, combined with his personality, were always inspiring to the men under his command. He was extremely broad minded and tolerant—a born leader of men.

## William Brown Plunkett



WILLIAM BROWN PLUNKETT was born at Adams, Massachusetts, April 4th, 1850; son of General William C. Plunkett and Olivia Brown Plunkett. His grandfather, Patrick Plunkett, came to this country from Wicklow County, Ireland, in 1795, and settled in Lenox, Massachusetts, where he purchased a twenty-acre tract, about a mile south of the village. He built a log cabin on the property and shortly after married Mary Robinson, a native of Ireland.

William C. Plunkett, who developed cotton manufacturing in Adams, Massachusetts, was born in this cabin, October 23rd, 1800. He was educated at the Lenox Academy, from which he entered upon a temporary occupation as teacher in Lee and Lanesboro, attracting in the latter town the attention of Thomas Durant, a merchant, who afterward attained much prominence in connection with the building and management of the Northern Pacific Railroad. Generously offering to his protege a share of the profits in 1826, Mr. Durant had the satisfaction of observing the marked success of the young merchant and his later remarkable progress in the field of manufacturing in Adams, where, with small means, he succeeded, through innate frugality and indomitable perseverance, in accumulating sufficient capital to purchase the entire stock of the company before the close of 1831.

General Plunkett served many terms in the Lower House of Representatives, was Lieutenant-Governor with Emory Washburn, and served in the Constitutional Convention in 1853. He was superintendent of the Sunday





WILLIAM B. PLUNKETT



School of the First Congregational Church, of Adams, for forty years. He died January 21st, 1884.

William B. Plunkett was educated at the Monroe Collegiate Institute, and at the age of twenty entered the employ of Plunkett & Wheeler. Shortly after he became a member of the firm, and in 1878, with his younger brother, Charles T. Plunkett, the firm of William C. Plunkett & Sons was organized.

Before the Western Railroad connected Boston and Albany, at about 1844, the transportation of goods was carried on by teams to Troy, a distance of fifty miles, thence to New York by river boats, returning with cotton and supplies; while in winter the route was via team and New Haven boats or through to New York. In 1865 a rear structure and new dye house were erected, and in 1874 a second mill was added. Several additions have since been built, and the entire plant modernized for the efficient production of the endless variety of plain and fancy weaving yarns for looms or further conversion. In 1880 the company organized, with Theodore Pomeroy, the Greylock Mills Corporation in North Adams, placing the direction in the hands of William B. Plunkett as agent. Several enlargements of the mill have since been made and changes in products from gingham to fine carded plain cottons and finally to the superior combed fabrics. The mills contain one hundred thousand spindles and over sixteen hundred looms. In 1889 the Berkshire Cotton Manufacturing Company, a corporation growing out of the seed planted seventy-five years before, constructed a mill for the production of fine counts of carded cottons, having thirty-five hundred spindles and seven hundred looms. In 1892 an adjoining mill was built, with forty-one hundred spindles and nine hundred looms. This

building was dedicated in the presence of over nine thousand people, with addresses by William McKinley, afterward President of the United States, and Lieutenant-Governor Haile, of Massachusetts. In 1896 a third mill was built, with eighty thousand spindles and twenty-two hundred looms, and a few years later President McKinley, when visiting Mr. Plunkett in Adams, laid the cornerstone of the fourth mill, the largest of the group, containing one hundred and three thousand spindles and twenty-six hundred looms.

During this period Edward M. Gibbs, of Norwich, Connecticut, had been president, and with Gardiner Hall, Jr., of South Willington, Connecticut, the Plunketts controlled the stock. Following the death of Mr. Gibbs in 1902, he was succeeded in order by Honorable John A. McCall, Stephen A. Jenks, and Charles T. Plunkett. William B. Plunkett was treasurer. The corporation controls over eleven thousand acres in the Yazoo delta, from which the choicest cottons are now obtained.

Mr. Plunkett was a trustee of the New York Life Insurance Company. He had been a member of the Governor's Council, of Massachusetts, in 1897, and a delegate to the Republican National Conventions of 1892 and 1900. He served on the National Advisory Committee during President McKinley's first campaign, and it was through his efforts that a monument to McKinley was erected. He was president of the Greylock National Bank and of the Cotton and Woolen Mutual Fire Insurance Company, of Boston, and a director of the Berkshire Life Insurance Company, the Berkshire Fire Insurance Company, and the Mutual Fire Insurance Company, of Boston. He gave the Plunkett Memorial Hospital, and was a generous contributor to all worthy causes. The Adams Library was





WILLIAM C. PLUNKETT

dedicated by President McKinley, a close personal friend of Mr. Plunkett.

He was president of the Home Market Club, of Boston, a member of the Congregational Church, and superintendent of the Sunday School for over twenty-five years.

He married, January 1st, 1873, Lydia F. French, and had two children: William Caldwell and Theodore R. Plunkett.

Mr. Plunkett died October 25th, 1917. He was one of our illustrious and public spirited citizens. His dignified and delightful personality, his kindness of heart, his wide, ever continuing and unbounded philanthropy, his bigness of soul, his unostentatious and gentle demeanor, his broad vision, his unswerving integrity and safe judgment, all combined to make him a dominant personality in the financial and philanthropic activities of our country. A man of the loftiest ideals, an exemplary citizen, by nature a leader of men, he made his influence felt in every movement that tended to the promotion of good will in the community. His broad sympathies, however, knew no bounds of race or creed. In life he radiated sunshine and happiness, and he bequeathed to his fellowmen the priceless legacy of a resplendent example of true stewardship of wealth and of God-given powers.

William Caldwell Plunkett was born at Adams, Massachusetts, September 11th, 1876. He was educated at the Adams High School, Riverview Academy, Poughkeepsie; Exeter Academy, and was graduated from Williams College in 1900. He then entered the cotton manufacturing business with his father and became manager of the Greylock Mills, of North Adams, Williamstown, and North Pownal, Vermont, and the W. C. Plunkett & Sons, of Adams. Upon the death of his father he was made director and treasurer of the Greylock Mills.

He was a member of the Executive Committee of the Home Market Club, of Boston; charter member of the Adams Lodge of Elks, president of the Forest Park Country Club, and a member of the Kappa Alpha Fraternity, the Colonial and Berkshire Clubs, and was the youngest selectman of the town of Adams.

He married, in 1900, Florence Canedy, of North Adams, and had two children: Lydia and William Plunkett, Jr.

Mr. Plunkett died December 17th, 1917. He was a man of high personal character, and a useful and public spirited citizen. He fully maintained the fine traditions of a family that in three generations rendered distinguished service to the country. His example has been an inspiration, and his precepts will ever be cherished in our midst.

Theodore R. Plunkett was educated at the public schools of Adams, Philips Academy, Exeter, New Hampshire; Riverview Academy, Poughkeepsie, and at Williams College, Williamstown, Mass. In 1902 he entered the plant of the Berkshire Manufacturing Company, where he acquired a practical knowledge of the cotton industry, and in November, 1910, was made manager of the Pownall Mill of the Greylock Mills. In 1915 he became superintendent of the Berkshire Cotton Manufacturing Company, which position he held until the death of his father in October, 1917.

At an early age he exhibited the qualities which had characterized his father and grandfather; sharp, perceptive faculties, quickness of decision, excellent judgment, remarkable intuition and understanding of human nature. Mr. Plunkett organized the Greylock Mills Supply Company in October, 1918, and was made president and general manager.



He is a director of the Greylock National Bank, a charter member and first exalted ruler of the Adams Lodge of Elks, a member of the Berkshire A. F. & A. M.; Corinthian Chapter, R. A. M.; St. Paul's Commandery, K. T.; Anota Lodge of Perfection, Pontoosuc Princes of Jerusalem, Pittsfield Rose Croix, Massachusetts Consistory, 32nd Degree; Forest Park Country Club, Kappa Alpha Fraternity at Williams College; Colonial Club, of Adams; Park Club, of Pittsfield, and the Fay Club, of Fitchburg. He has been superintendent of the Sunday School of the First Congregational Church, Adams, since the death of his brother in December, 1917.

He married January 3rd, 1905, Bessie Helen Daniels, daughter of Arthur Burdette and Ida Millard Daniels, of Adams, Mass. Mr. and Mrs. Plunkett have three children: William Brown, Douglas Robinson and Theodore Plunkett.

Mr. Plunkett has shown himself to be an excellent example of that type of man which is essentially American, who puts his character into his business; all his qualities, whether they be intellectual or normal, are shown in his corporation, as well as in his social life. He uses his influence for the benefit of those under him as well as for his own. He makes his profit their profit.

## Urban Andrain Woodbury

**U**RBAN ANDRAIN WOODBURY was born in Acworth, New Hampshire, July 11th, 1838; son of Albert M. and Lucy L. (Wadleigh) Woodbury, and eighth in descent from John Woodbury, who came from Somersetshire, England, and landed at Cape Ann, Mass., in 1624. The latter was first envoy to England from the Salem Colonists in 1627; also first constable in Salem, at that time a very important office, preceding all others. He was also eighth in descent from Governor Simon Bradstreet, who landed in Massachusetts in 1630; ninth in descent from Governor Thomas Dudley, of Massachusetts, who came to this country in 1630, and fifth in descent from John Porter, who was Adjutant in 1738. Albert M. Woodbury, father of our subject and a native of Cavendish, returned to Vermont in 1840, after a temporary residence in New Hampshire.

Urban A. Woodbury was educated in the public schools of Morristown and at the People's Academy in Morrisville, and was graduated in the Medical Department of the University of Vermont in 1859.

In response to President Lincoln's call for troops, he enlisted in Company H, Second Regiment Vermont Volunteers, May 25th, 1861, and shortly after was advanced to First Sergeant. Two months later he lost his right arm at the Battle of Bull Run, the first Vermonter to lose a limb in the Civil War. This calamity compelled him to relinquish his aspirations in the medical profession. He was taken prisoner, and when paroled, October 5th, 1861, was discharged from service on account of wounds, on October 18th.

A year later the nation was in great need of additional troops, and Mr. Woodbury gave his effort to the recruiting of a company, which became Company D, 11th Vermont, of which he was commissioned Captain, November 17th, 1862. June 17th, 1863, he was transferred to the Veteran Reserve Corps, a body of veteran soldiers who, like himself, unable to endure the hardships and exposures of the march, were capable of garrisoning important posts and supply depots, thus freeing thousands of able bodied men for duty at the front.

In March, 1865, after having faithfully discharged all the duties of a soldier in the service of his country, he resigned.

Upon his return from the war, Captain Woodbury settled in Burlington, Vermont. For two years he was located at Ottawa, Canada, as representative of Shepard, Davis & Company. In 1874 he became connected with the firm of C. Blodgett, Sons & Company, with whom he remained for two years. In 1876 he established the business in Burlington conducted by J. R. Booth, now a branch of the J. R. Booth Lumber Company, of Ottawa. He also engaged in real estate operations, was president and principal owner of the Mead Manufacturing Company and the Crystal Confectionery Company, and was president of the Queen City Cotton Company. For thirty-three years he was the owner and proprietor of the Van Ness House, one of the best known hotels in the State. In politics he was a staunch Republican, and was elected alderman from the Second Ward in Burlington in 1881-82, and the latter year was president of the Board. He was mayor of the city during 1885-86.

In 1884 he was appointed aide-de-camp with rank of Colonel on the staff of Governor J. L. Barstow, and in

1888 was elected Lieutenant-Governor of the State on the ticket with William P. Dillingham as Governor. In 1894 he was elected Governor of Vermont by over 27,000 majority—the largest majority ever received in an “off year,” and the largest, save one, in any year in the State since the organization of the Republican party.

In September, 1898, President McKinley appointed him a member of the commission to investigate the conduct of the War Department in the war with Spain, and President Roosevelt appointed him a member of the Board of Visitors to West Point.

In every position, both public and private, he made a most honorable record, and one that justly entitled him to the confidence and respect of his fellow-citizens, to whom he proved by his career as a soldier, State official and citizen, to be worthy of all the honors which he received.

The honorary degree of LL.D. was bestowed upon him by the University of Vermont in 1914. He was a member of the First Congregational Church of Burlington, was a Thirty-second Degree Mason, a Knight Templar, a member of the Mystic Shrine (first man admitted to Masonry having lost a limb), Odd Fellows, Knights of Pythias, Military Order of the Loyal Legion (commander, 1907-08), and the G. A. R., being Department Commander of Vermont in 1900; also a member of the Sons of American Revolution, Sons of Colonial Wars.

He married, February 12th, 1860, Pauline L., daughter of Ira Darling, of Morristown, Vermont, and had six children: Charles L., Minnie Woodbury May, Gertrude Woodbury Powers, Edward P., Lila Woodbury Lane and Mildred Woodbury Page.

Governor Woodbury died at Burlington, Vermont, April 15th, 1915.

401



*Alison J. W. Cook*

## Anson George McCook



ANSON GEORGE MCCOOK was born in Steubenville, Ohio, October 10th, 1835; son of Dr. John McCook and Catherine Julia Sheldon McCook. He attended school until 1850, when he secured a position in a business house in Pittsburgh. He remained there two years, and then taught school in a small country place near (New) Lisbon, Ohio, and became a member of an engineering organization engaged in a preliminary survey of a projected railroad.

In the Spring of 1854, young McCook got a touch of the gold fever and started overland with a party for California. He lived as a miner and business man in California and Nevada for five years and returned East late in 1859. He read law in the office of his cousin, George W. McCook, a partner of Edwin M. Stanton, later Secretary of War under Abraham Lincoln, the firm being Stanton & McCook.

The McCooks were "war Democrats," and upon the outbreak of the Civil War, all entered the military or naval forces of the Union, which won for them the proud title, "the fighting McCooks." Doctor McCook's sons were among the first to present themselves. Edward M. McCook was brevetted a Major-General of Cavalry, was Territorial Governor of Colorado and Minister to Hawaii; the Reverend Henry C. McCook, chaplain in an Illinois regiment, afterward a well-known Presbyterian clergyman and scientist in Philadelphia; Roderick Sheldon McCook, a graduate of the Naval Academy at Annapolis, who, at the time of his death was a Commander in the navy, hav-

ing fought all through the Civil War, and the Rev. John J. McCook, of Hartford, Conn., during the war a Second Lieutenant in the First West Virginia Infantry and now professor of modern languages at Trinity College. There was also a sister, Mary Gertrude, later Mrs. Lewis Sheldon. This branch of the family was known throughout the army as "The Tribe of John," while the Doctor's brother and his nine sons were known as "The Tribe of Dan." Surgeon Latimer A., Colonel George W., General Robert L., Major-General Alexander McD., General Daniel, Jr., Colonel Edwin Stanton, and Colonel John J., were officers in the army, while Charles M., a private, was killed at Bull Run, and Midshipman John James died in naval service before the War of the Rebellion. Generals Robert and Daniel died of wounds received in action, and Surgeon Latimer, soon after the war, from the same cause. The two fathers also served in the war, and General Anson McCook's uncle, Major Daniel McCook, was killed in repelling the Confederate General Morgan's raid into Ohio.

At the first call for troops, Anson G. McCook organized a company of infantry in Steubenville and was commissioned its Captain in the Second Ohio Volunteers, April 17th, 1861. He rose successively to be Major, Lieutenant-Colonel, and finally Colonel of the same regiment, and when it was mustered out of the service, was made Colonel of the 194th Ohio Volunteer Infantry. In March, 1865, he was brevetted Brigadier-General of volunteers "for meritorious services." Among the battles in which he took part were Bull Run, Perryville, Stone River, Chattanooga, Lookout Mountain, Missionary Ridge, Peach Tree Creek and Atlanta. With his second command he took part in the Shenandoah Valley campaign until the surrender of Lee.



After the war General McCook returned to Steubenville, was admitted to the Bar, and became Assessor of Internal Revenue. He moved to New York City in 1873, was admitted to practice in the Courts of this State and became interested in the Daily Register, later the Law Journal. He remained president of the New York Law Publishing Company until his death.

General McCook was elected to Congress from the Eighth Congressional District in New York City in 1876, 1878 and 1880. He was Secretary of the United States Senate from 1884 to 1893, and was City Chamberlain of New York City, under Mayor Strong, from August 1st, 1895, to January 1st, 1898. He was a Republican in politics and active in many movements for good government in New York City.

In October, 1900, General McCook was the grand marshal of the second "Sound Money" parade in New York City, and moved 107,000 men, without a break, from the Battery to Fortieth Street and Fifth Avenue, where they were dismissed without the slightest congestion.

In May, 1907 and 1908, he was elected Senior Vice-Commander of the Military Order of the Loyal Legion, and in May, 1909, Commander, succeeding Rear-Admiral Joseph B. Coghlan. In 1916 the Union League Club made him an honorary member.

He married, June 3rd, 1886, Hettie B. McCook, daughter of George W. McCook, and had two children: Mrs. Katherine McCook Knox and George A. McCook, a First Lieutenant on the staff of Brigadier-General E. M. Johnson, Acting Division Commander, Camp Upton. Lieutenant McCook served with the 77th Division until wounded on the Vesle River.

General McCook died December 30th, 1917. He possessed, in a striking degree, the essential characteristics of the successful soldier and business man and the good citizen. His charming manner, purity of character and absolute loyalty to his superiors and to the work in which he was engaged gained him the devotion of the humblest of his subordinates. A loving husband and father, and a true friend, he represented the highest type of American citizenship.

## William Wells



WILLIAM WELLS was born in Waterbury, Vermont, December 14th, 1837; son of William Wellington and Eliza Carpenter Wells, a descendant of Hugh Wells, who came to this country in 1635 and aided in founding a colony in Hartford, Connecticut.

He was educated in the public schools of his native town, at Barre, Vermont Academy and Kimball Union Academy, Meriden, New Hampshire. At the age of seventeen he made a map of Caledonia County, using an odometer in surveying, which is remarkable.

After leaving school he entered his father's business, where he remained until the outbreak of the Rebellion, when he enlisted as a private soldier, September 9th, 1861, and assisted in raising Company C, First Regiment, Vermont Cavalry; was sworn into the United States service October 3rd, 1861; was commissioned First Lieutenant, October 14th, 1861, and Captain, November 18th, 1861; mustered, November 19th, 1861, with field and staff of the First Regiment, Vermont Cavalry, to serve three years. He was promoted Major, October 30th, 1862; Colonel, June 4th, 1864; appointed Brevet Brigadier-General of Volunteers, February 22nd, 1865; and May 19th, 1865, upon the personal solicitation of Generals Sheridan and Custer, he was commissioned a Brigadier-General; appointed Brevet Major-General of Volunteers, March 30th, 1865, "for gallant and meritorious service," having received more promotions than any other Vermont officer during the war. He distinguished himself repeatedly in

action; was in the thickest of the fight at Orange Court House, Virginia, August 2nd, 1862, and commanded the Second Battalion, First Vermont Cavalry, in the repulse of Stuart's Cavalry at Hanover, Pennsylvania, June 30th, 1863. In the famous and desperate cavalry charge on Round Top, Gettysburg, July 3rd, 1863, he commanded the leading battalion, rode by the side of General Farnsworth, the brigade general, and, almost by a miracle, came out unharmed, while his commander fell in the midst of the enemy's infantry. Eight days later in the savage cavalry melee at Boonsboro, Maryland, he was wounded by a sabre cut. At Culpeper Court House, Virginia, September 13th, 1863, he charged the enemy's artillery with his regiment and captured a gun, and was again wounded by a shell. After the return of the regiment from Kilpatrick's raid, in March, 1864, Major Wells was detached and placed in command of the Seventh Michigan Cavalry (which had lost its commander) for a month. He commanded a battalion in Sheridan's cavalry battle of Yellow Tavern, Virginia, May 11th, 1864, in which General Stuart, the greatest Confederate cavalry general, was killed. In the cavalry fight at Tom's Brook, Virginia, October 9th, 1864, General Wells commanded a brigade of Custer's Division; and at Cedar Creek, October 19th, 1864, his brigade took a foremost part in turning the rout of the morning into a decisive victory at nightfall, capturing forty-five of the forty-eight pieces of artillery taken from Early's fleeing army. He served under Generals Kilpatrick, Sheridan and Custer; was with the former in his famous raid on Richmond, and with Wilson in his daring foray to the south of that city. At Appomattox, on the morning of the surrender of the Army of Northern Virginia, his brigade had started on its last charge and was

stopped by General Custer in person. From September 19th, 1864, to April 9th, 1865, he was several times in command of the Third Cavalry Division. The departure of Sheridan and Custer for Texas left him as the ranking officer and last commander of the cavalry corps.

At the grand review of the Army of the Potomac in Washington, District of Columbia, May 22nd, 1865, he commanded the Second Brigade, Custer's Division of the Cavalry Corps, which led the advance. A medal of honor was awarded General Wells by Congress "for distinguished gallantry at the battle of Gettysburg, July 3rd, 1863." He participated in seventy cavalry engagements, in eighteen of which he led a brigade or division, and his service in the field was continuous from the date of his muster in until the close of the war. January 15th, 1866, he was honorably mustered out of the United States service. General Wells' military career throughout four years and a half in the War of the Rebellion evinces the highest personal qualities of a cavalry commander, combining coolness, promptness, and daring intrepidity, with most thoughtful consideration for his men.

Soon after his return to civil life he became a partner in a firm of wholesale druggists at Waterbury. In 1868 they transferred their business to Burlington, which was thereafter his residence. He represented the town of Waterbury in the Legislature of 1865-66, being Chairman of the Military Committee, and an influential legislator. In 1866 he was elected Adjutant-General of Vermont, and held the office until 1872, when he succeeded General Stannard as Collector of Customs for the district of Vermont, a position which he filled with efficiency and credit for thirteen years. He then resumed his active connection with the business house of Wells & Richardson Company.

In 1886 he was State Senator from the County of Chittenden. He was active in veteran soldiers' societies; was one of the presidents of the Re-union Society of Vermont Officers, and president of the Society of the First Vermont Cavalry. He was one of the trustees and first president of the Vermont Soldiers' Home, and was a member of the Gettysburg Commission in 1889-90. He was the first commander of the Vermont Commandery of the Loyal Legion, and would have been re-elected had he lived until the coming annual meeting of the Commandery. He was a member of Stannard Post No. 2, Grand Army of the Republic, Department of Vermont, and of the Vermont Society of the Sons of the American Revolution.

General Wells was identified with many important business enterprises in Burlington, being president of the Burlington Trust Company, president of the Burlington Gas Light Company, president of the Burlington Board of Trade, director of the Burlington Cold Storage Company, director in the Rutland Railroad Company, director in the Champlain Transportation Company. He was a member and a vestryman of St. Paul's Church; he was one of the trustees of the Young Men's Christian Association of Burlington, and one of its most liberal supporters. Few men, if any, touched the life of the community in which he lived, in so many important capacities.

He married, in January, 1866, Arahannah Richardson, of Fitchburg, Massachusetts, and had two children: Frank R. and Bertha R. Wells.

He died April 29th, 1892. He was a courteous and kind-hearted man, a gallant soldier, and one of the most respected citizens of the Green Mountain State.





*Fredrick B. Fenner*



## Frederic Beach Jennings



FREDERIC BEACH JENNINGS was born in Old Bennington, Vermont, August 6th, 1853; son of the Reverend Isaac Jennings and Sophia Day. His first American ancestor, Joshua Jennings, came to this country from England in 1645, and settled first at Hartford, and later on removed to Fairfield, Connecticut. In each of the five successive generations came an Isaac Jennings. Isaac, the third, was a manufacturer in Fairfield, and during the Revolutionary War served as a Lieutenant. He married Abigail Gould, daughter of Colonel Abraham Gould, a descendant of Major Nathan Gould, or Gold, one of the early settlers of Connecticut. Isaac, grandfather of Frederic, was a noted physician and author of "Medical Reform," "The Philosophy of Human Life," "The Tree of Life," and "Orthopathy." He married Anne, daughter of Eliakim Beach, of Trumbull, Connecticut.

Frederic Beach Jennings was prepared for college in his native town, and was graduated from Williams College in 1872. He was graduated from the Dane Law School of Harvard University with the degree of LL. B. in 1874, and from the New York University Law School in 1875, taking at his graduation first prize for the best essay. The same year he was admitted to practice, and entered the law firm of Evarts, Southmayd & Choate. He established the firm of Jennings & Russell in 1880, and consolidated, in 1894, the firm of Stetson, Jennings & Russell.

Mr. Jennings was general counsel for the Associated Press, the International Paper Company and the Erie Rail-

road. He represented the Associated Press in its litigation against the International News Service, a Hearst organization, for pirating news. In this now famous case the United States Supreme Court, in December, 1918, upheld the contention of the Associated Press, and permanently enjoined the International from pirating, in what was regarded as the most sweeping decision ever rendered, establishing the property right in news.

He was a director of the Erie Railroad, American Trading Company, Atlantic Coast Steamship Company, Continental Paper Bag Company, International Paper Company, St. Maurice Lumber Company, Umbagog Paper Company and the Piercefield Paper Company. He was president of the First National Bank of North Bennington, and of the Long Dock Company, and a trustee of the New York Trust Company, the Provident Loan Society and Williams and Barnard Colleges.

He was a member and one of the Executive Committee of the Bar Association, and a member of the University, Union League, Metropolitan, Century, Jekyl Island, New York Athletic, City and Down Town Clubs; Mid-day, Garden City and St. Andrew's Golf Clubs and Westchester Country Club, the New England Society, Century Association, and president of Delta Kappa Epsilon and the Mount Anthony Country Club. He received the degree of LL. D. from Middlebury College.

He married, in 1880, Lila Hall Park, daughter of Trenor William Park, and granddaughter of Governor Hiland Park, of Vermont, a descendant of Richard Park, who came to this country from Hadleigh, Suffolk, England, in 1630. John Hall, her maternal Puritan ancestor, was one of the first settlers of Middletown, Connecticut.

Mr. and Mrs. Jennings had four children: Percy Hall,

Elizabeth, wife of George Small Franklin; Frederic Beach, Jr., and Edward Phelps Jennings.

Mr. Jennings died May 26th, 1920. "The Executive Committee of the Board of Directors of the Associated Press, in session assembled, have learned with profound grief of the death of Mr. Frederic B. Jennings, general counsel of this organization. Mr. Jennings has served with distinguished ability and efficiency in this capacity for more than twenty years, and has won alike the admiration and affectionate regard of his associates. We recognize the great loss which the Associated Press has sustained, a loss which in even larger measure has fallen upon the legal profession and his fellow-citizens."

## John Henry Bradley



JOHN HENRY BRADLEY was born at Marshall, Michigan, June 5th, 1845; son of Edward Bradley and Ellen Louise Bradley. His father was Associate Judge of the Court of Common Pleas of Ontario County, New York, until 1839, when he removed to Michigan and became one of the leading lawyers of the State. He was a member of the Senate in 1842, and was elected to Congress in 1847. On his maternal side he was a descendant of Governor Mayhew, of Martha's Vineyard Island.

John Henry Bradley was educated at Battle Creek, Michigan, and at the age of seventeen entered the employ of the American Express Company, where he remained for fifty-three years continuous service, retiring in 1915. He entered the employ of the company in the capacity of a general assistant and gradually worked his way through the numerous ranks until he reached the position of traffic manager of the Western Department, from which time on he exercised supervision over the traffic situation in all territory west of Buffalo. In 1898 he was appointed general traffic manager, and in 1909 was elected vice-president and director of the company.

He was one of the seven honorary members of the American Railway Guild, and was the representative of the express companies at the International Railway Congress held in Washington in 1905. Mr. Bradley's active participation and progressive advancement in the molding and growth of the express system in pace with the needs of the country, his striking familiarity with every phase

and advantage of the system, and his happy personality caused him to be the expounder of the method and service of the express utility.

His work directly benefitted the attitude of public officials toward a comprehension of the evolution and modern requirements of the business. In 1916, Mr. Bradley was again called into active service as vice-president, and made a tour through South America to plan an extension of the company's sphere.

Mr. Bradley was a member of the Board of Trustees of St. John's Riverdale Hospital, a life member of the Union League Club of Chicago, and an honorary member of the American Railway Association.

He married, in 1869, Sophia P. Robinson, of Marshall, Michigan, a descendant of the Rev. John Robinson, who came over on the Mayflower. Mr. and Mrs. Bradley had five children: Mrs. A. J. Smith and Mrs. W. B. Bliss, Jr., of Yonkers, N. Y., and Ralph R. and James C. F. Bradley, of Chicago, Ill., and Florence Bradley, who died at the age of nine years.

Mr. Bradley died January 18th, 1920. He possessed extraordinary business instinct and perception, a well trained mind, versed in matters financial and legal. He was entirely genuine and sincere, a man whose friendship was highly valued by all who possessed it. He was generous with his money, and charitable in his thoughts, and in the expression of his opinions. He was, as well, a man with great strength of character and tenacity of purpose.

## John Lyon Gardiner



JOHN LYON GARDINER was born on Gardiner Island, July 26th, 1841; son of Samuel Buel and Mary Thompson Gardiner. The first of the family in this country, Lion Gardiner, was born in Yorkshire, England, in 1599. He received more than an ordinary education, and at an early age gave evidence of independence of thought and action. He was trained as a military engineer and joined the English army in Holland. He received an appointment as "An Engineer and Master of Works of the Fort" in the Leaguers of the Prince of Orange in the Low Countries. This was a position that required professional skill and technical knowledge; Lion Gardiner proved that he possessed both. Certain Colonists needing such a man urged him to accept an office under them to construct and assume command of forts they wished to build. It required considerable persuasion because he had married a Dutch girl, Mary Wilamson Duercant, daughter of Derike Wilamson Duercant and Hachin Bastavis, and had a career before him in Holland. Finally he accepted. His salary was to be 100 pounds per annum, including transportation and subsistence for himself and family, and his contract was to run for four years. It was signed by John Winthrop, the younger, for the Colonists.

Gardiner and family reached Boston in November, 1635. He was immediately sent to build a fort at Fort Hill, and the Colonists contemplated having him build another at Salem. When Gardiner went to Salem he found that village in penury, and he reported to the Boston

elders that Salem was in danger of starvation and needed material help more than a fort.

Gardiner then went to the mouth of the Connecticut and built the first fort ever reared in that wilderness. It was constructed of square hewn timber, with a palisade and ditch. The fort was named Saybrook, after Lord Say and Lord Brooke. The work was performed amid tremendous difficulties. Surrounded by tribes of hostile Indians, the Pequots, Narragansetts and Mohegans, it was by the rule of dividing and ruling that Gardiner found it possible to keep his men at work. Other enemies harassed the Colonists, among whom were the Dutch of New Amsterdam, who claimed the land as their own.

In these perplexing affairs Gardiner displayed courage, wisdom and knowledge of human nature. He made friends of two tribes of Indians, enabling him to hold in check the ominous Pequots. He had also to undo the faults of the Commissioners from Massachusetts, who were present to overlook the work and by their irritable attitude involved the builders with the Indians. Finally the storm which had been brewing burst out, and no diplomacy could avail to postpone a battle. Lion Gardiner proved to be a great warrior; he conducted the defense himself and was almost constantly exposed to the arrows of the Indians. On one occasion he fell, his doublet apparently pierced by a score of arrows. The savages thought they had slain their chief enemy, but greatly to their chagrin he appeared the next day at the head of his little band of defenders and drove the Indians away. Two "great guns" that he caused to be fired on this, the third, day of the assault, gave the Indians a great fright.

Gardiner reported to Governor Vane that there would be no security on the Connecticut border until the

Pequots were conquered. The Governor wrote back in scriptural phrase, telling him to "smite the Pequots." The Massachusetts Governor sent twenty armed men to reinforce the garrison and Gardiner proceeded to carry out his plans of exterminating the tribe. He made friends with the Narragansetts and Mohegans and led a force of his settlers in combination with these warriors against the Pequots at Mystic, on the Thames River, himself in supreme command. The expedition was a complete success, and the hostile tribe was almost wiped out.

While at Saybrook Gardiner frequently had crossed to Long Island and made friends with Wyandanch, chief of the Montauks. In 1639, as a result of this friendship of Chief Wyandanch for the "White Chief Gardiner," the latter was able to purchase for one big black dog, one gun, powder and shot, a gallon of rum and three Dutch blankets the island called by the Indians Manchonake. A formal conveyance of it was made to him by Yovawan, the local sachem, and his wife, Aswaw. Gardiner started immediately to improve his land, and in the same year he received a grant from the Royal Governor creating his estate a manor and a lordship.

Captain Lion Gardiner died in 1664. Among his descendants are fine men and women, who have taken high rank in the army, in business, as agriculturists, stock raisers, sheep farmers, lawyers, divines, physicians, historians, and all the members of the different generations have borne a reputation for generosity and philanthropy.

David Gardiner, son of Lion, born at Saybrook in 1636, was the first white child born in Connecticut. Lion's daughter, born on Gardiner Island, was the first white child born in New York State. David was sent to England to be educated. He was public spirited and always in favor



of the Colonies. He died in 1689. His oldest son, John, the third lord of the manor, was born in 1661. It was during his reign that Captain Kidd sailed into the roadstead of Gardiner Island on his sloop "Antonio." John Gardiner paid him a visit on board and found Kidd civil and "well behaved." Kidd had shortly before been one of the most respected citizens of New Amsterdam. Secretly Kidd buried some piratical treasure on Gardiner Island, which was afterward recovered and delivered to Lord Bellamont.

The fourth lord of the manor was David, born in 1691. He was a gentleman farmer, who gave all his time to improving his estate. His son, John, born in 1714, married, first, Elizabeth Mulford; and, second, Dorothy Lothrop Avery. Another David, born in 1738, was the sixth lord; he married Jerusha Buel and had two sons. His eldest son, John Lyon, according to the law of primogeniture, succeeded. He went to Princeton in 1789, and married Sarah Griswold, and had five children. The eldest of these was David Johnson, born in 1804, who was graduated at Yale and died unmarried.

John Griswold, born in 1812, David's brother, became the ninth proprietor, and never married. The tenth proprietor was Samuel Buel Gardiner, who married Mary Thompson, of New York, and had four children. His eldest son, David Johnson, 2nd, was the eleventh lord, and was succeeded by his brother, John Lyon, the twelfth proprietor.

He was educated at the old East Hampton Academy, Hopkins Grammar School, and was graduated from the Columbia Law School. Shortly after the outbreak of the War of the Rebellion he gave up his studies in college and enlisted. By successive stages of promotion he was made

Lieutenant-Colonel of the Sixteenth Regiment, Sixth Brigade of the Second Division of the New York National Guard, and later, in 1868, he became Colonel of his regiment. It was not until 1866 that Colonel Gardiner, resuming his study of the law, which was interrupted by the war, was admitted to the Bar.

He associated himself with Colonel Alfred Wagstaff, and formed the firm of Gardiner, Ward & Wagstaff. He continued in the active practice of his profession until the death of his father in 1880, when he retired, to devote his time to managing his magnificent island estate. Colonel Gardiner traveled extensively and lived abroad many years. He was a well known shot and won many contests in the annual matches held at Monte Carlo.

He married Carolie Livingston Jones, daughter of Oliver Jones, president of the Atlantic Mutual Insurance Company, and Elizabeth Livingston Jones, of New York City. Their family consisted of five children: Carolie Livingston, who married Alexander M. Cox, the noted English horseman; Adele Griswold, who married W. S. Groesbeck Fowler, Lion, Winthrop and John Gardiner, who died in 1905.

Mr. John Lyon Gardiner died January 21st, 1910. The present head of the family is the first born son, Lion, who is engaged in the banking business in New York. He is the thirteenth proprietor of Gardiner's Island, the only estate in America which has descended directly from royal grant to the successive generations of a single family. His sister, Mrs. Fowler, carries on the reputation of the family for patriotism and philanthropy. During the Spanish-American War she organized, at her own expense, a nursing bureau for the yellow fever hospitals, and herself superintended this benevolent work.

## Andrew Dickson White



ANDREW DICKSON WHITE was born at Homer, N. Y., November 7th, 1832; son of Horace White, who was one of the pioneers in western railroad building. For his higher education young White went to Geneva, now Hobart College, but after a year there he went to Yale, where the De Forest Gold Medal was awarded to him for his oration on "The Diplomatic History of Modern Times;" upon his graduation, in 1853, he went abroad, studied for a year at the Sorbonne, the College de France, and the University of Berlin, and then went to Petrograd as an attache of the American Legation, serving during the Crimean War. Another year of post-graduate study followed, this time at Yale, and then he went to the University of Michigan as professor of history and English literature, where he established a wide reputation for his work.

In 1860 his father died, and the responsibilities of the estate left to him led him presently to return to New York, and settle at Syracuse, though he held the position of lecturer at Michigan until 1867. Dr. White became active in Republican politics, and was a member of the State Senate from 1863 to 1867, devoting himself especially to the preparation of measures for better common schools, to the organization of the State normal schools, and to pushing through the charter for Cornell University.

Cornell University was founded in 1865, bearing the name of Ezra Cornell, an older man of Quaker birth and breeding, who shared Mr. White's enthusiasm for a new university. The two men had been thrown together in

the New York State Senate, in the discussion of the act passed by Congress in 1862 for the endowment of higher educational institutions throughout the country by grants of public land. New York was thus to come into possession of nearly a million acres.

When the offer was made by Mr. Cornell of \$500,000 for the endowment of a great university, if the State would transfer to it the public land and would locate the institution in his own town of Ithaca, and when the offer was accepted, it was the young Mr. White who, after his services in the Senate as one of the founders, was invited to become the first president of Cornell. During his administration he personally contributed \$300,000 to the needs of the institution, and later founded the school of history and political science bearing his name, giving to it his historical library of thirty or forty thousand volumes. In his autobiography Dr. White says that in the founding and maintaining of Cornell University, he thinks he did his best work. "By the part I have taken in that," he wrote, "more than any other work of my life, I hope to be judged." His interest in the establishment of a new university came largely through revolt against the conservative sectarian influences and restricted curriculum of other institutions. The idea seized him during the Civil War period, when he was a professor of history in the University of Michigan. His aim was a great American university, "where any person could find instruction in any study." "It should begin," he said, "by taking hold of the chief interest of the country, which is agriculture, and should rise step by step until it met all the wants of the hour." In his presidency of Cornell he also assumed the duties of professor of history, and used his influence successfully in attracting Goldwin Smith, James Russell Lowell,

George William Curtis, Bayard Taylor and other able men to service at Ithaca.

Dr. White kept up his interest in politics, and in 1871 was one of a commission sent by President Grant to study conditions in Santo Domingo. In 1879 he obtained leave to serve as Minister to Germany, and he held that post until 1881. In 1885 he resigned as president of Cornell, and for the next few years spent most of his time in Europe. President Cleveland, in 1887, offered him a place on the Interstate Commerce Commission; he refused, but five years later he again entered public life as President Harrison's appointee as Minister to Russia. He remained there until 1894. In 1896 Mr. White was appointed by President Cleveland on the Venezuela Boundary Commission, and in the following year President McKinley sent him as Ambassador to Germany. He was serving there when the Spanish-American War was fought.

Dr. White served as president of the American delegation to the first Hague Peace Conference in 1899. His public life closed in 1902 with his retirement from the German embassy, and he spent the remainder of his years at Ithaca.

Dr. White was first married to Miss Mary A. Outwater, who died in 1887. Three years later he married Miss Helen Magill, daughter of President Magill, of Swarthmore College, and herself a scholar of considerable attainments.

He was an officer of the Legion of Honor; the recipient of the Royal Gold Medal from the Prussian Academy of Sciences in 1902; first president of the American Historical Association in 1884; a member of the American Social Science Association, the American Philosophical Society, the American Academy of Arts and Letters; a

regent of the Smithsonian Institute for thirty years; a trustee of the Carnegie Institute, of the Carnegie Endowment for Peace, of Cornell University and of Hobart College.

In all the advantages of wide travel he enjoyed, Dr. White pursued systematically his historical study, and was the author of numerous historical works, particularly interpreting European history to American readers. He was recognized as a thinker of great directness and force. His "History of the Warfare of Science with Theology in Christendom," his "Seven Great Statesmen in the Warfare of Humanity with Unreason," his "Fiat Money in France," and his autobiography are the most important of his historical books. He was among those who firmly believed in the establishment of an international tribunal of permanent working value, and he hoped that the European war, deeply though it grieved him, might lead to that end.

He died November 4th, 1918.





*A. Brewster*



## Samuel Dwight Brewster



**SAMUEL DWIGHT BREWSTER** was born in Bowling Green, Ohio, August 6th, 1851; son of Sydney Lyman and Catherine Evers Brewster. He was a direct descendant of Elder William Brewster, the leader of the "Mayflower" pilgrims who landed in Cape Cod Harbor, November 11th, 1620, and settled at Plymouth; and of William Bradford, first Governor of the Colony; John Howland, the pilgrim and historian, and other noted New England men, among whom are William Collier, John Lyman, Christopher Wadsworth, John Stebbins, William Phelps, Andrew Newcombe and Francis Peabody.

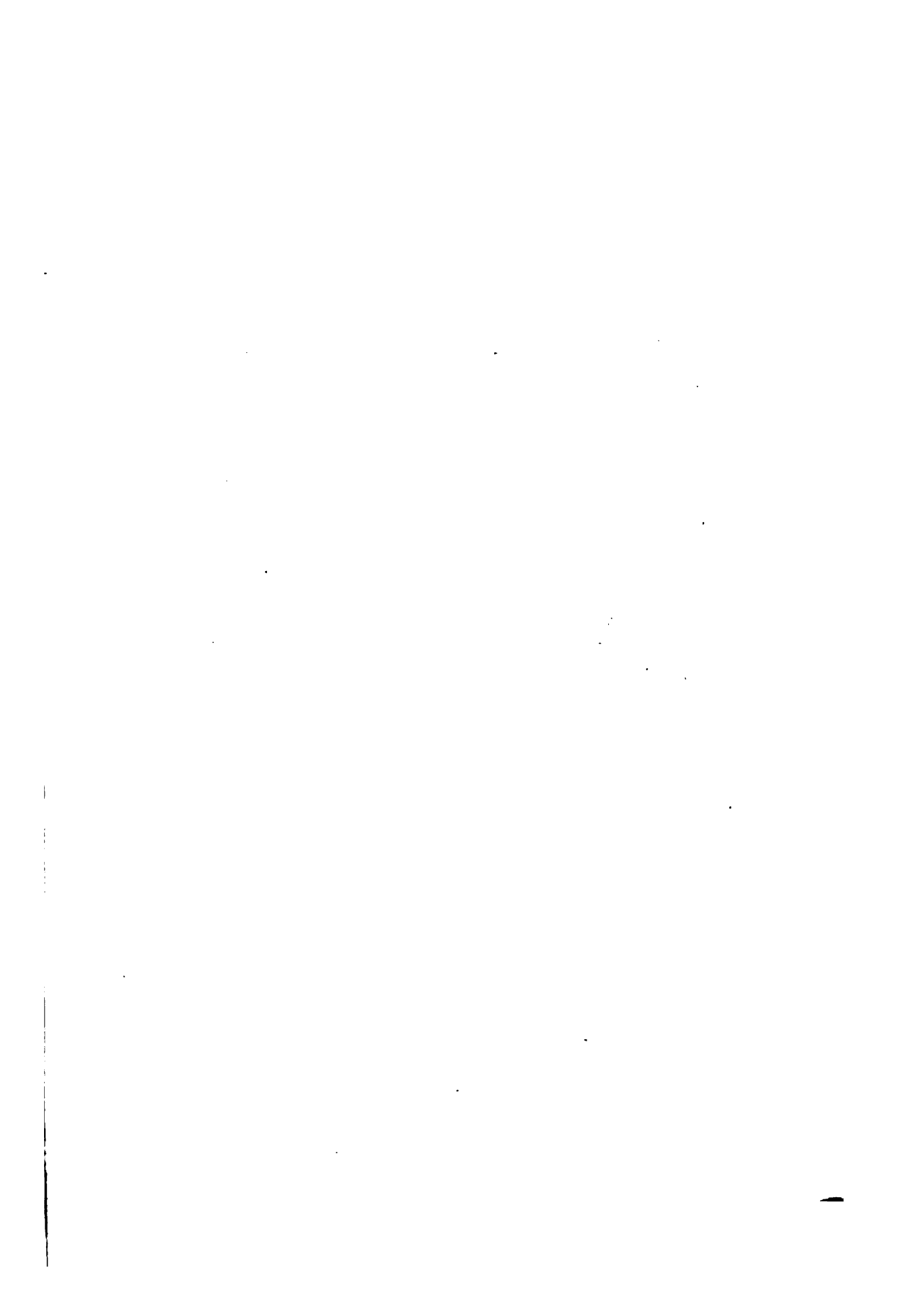
Samuel Dwight Brewster, after completing his education, came to New York, February 1st, 1871, and entered the mercantile house of P. Van Volkenburg & Company. In 1885 he became associated with Deering, Milliken & Company, and, in 1892, was admitted to partnership in that firm. He was prominently identified with the establishment and development of cotton mills throughout the country; particularly in South Carolina and Alabama, where his unerring judgment assisted materially in developing the Southern cotton industry to a high state of efficiency. Mr. Brewster continued to take an active part in the affairs of the firm until his death.

He was Deputy Governor of the Mayflower Society, and a member of the Society of Colonial Wars, Sons of the Revolution, Huguenot Society, New England Society, Asiatic Society, Order of Colonial Governors, Union League Club, New York Yacht Club, Nassau Country

Club, International Garden Club, the New York Historical Society, and the Merchant's Club, of which he was one time president.

He married, April 19th, 1893, Isabel Erskine Parks, daughter of Robert Hall and Isabel Erskine Parks, who survives him. He also leaves two sons, Sydney Erskine Brewster and Warren Dwight Brewster.

Mr. Brewster died January 8th, 1920. Though unidentified with public life, in the eyes of all his friends he was a great man. Unassuming, yet always coming to the fore when the occasion required, steadfast in his every purpose and the following of his ideals, thorough in his every undertaking, generous, helpful and sound in judgment, he was loved and admired by all who knew him.





*Thomas Thacher*

## Thomas Thacher



**T**HOMAS THACHER was born in New Haven, Connecticut, May 3rd, 1850; son of Thomas Anthony and Elizabeth Day Thacher. His father was for almost half a century a professor at Yale College. His maternal grandfather, Jeremiah Day, was president of Yale from 1817 to 1846. Robert Day, the first of the family in this country, was one of the founders of Hartford, Connecticut. His first paternal ancestor, Thomas Thacher, was the first minister of the Old South Church, in Boston, and his father, Peter Thacher, was rector of the Parish of St. Edmunds, in Salisbury, England. The Thacher family came to this country in 1635 and settled in Weymouth and Boston.

Thomas Thacher was educated at the Webster Public School, Hopkins Grammar School, and was graduated from Yale College with the B. A. degree, in 1871. He taught for one year in the Hopkins Grammar School; spent a year in graduate study at Yale, and then entered the Columbia Law School, where he was graduated with the degree of LL. B. in 1875.

His first legal work was to collaborate with Ashbel Green in the preparation of Green's Brice's "Ultra Vires," a book which became a standard American work on corporation law. He was associated with Judge Green in the office of Alexander & Green, and then became attorney for one of the largest mortgage companies. This connection brought him wide experience in the real estate law of the Western States.

Since January 1st, 1884, he had been a partner in the

successive firms of Simpson, Thacher & Barnum; Reed, Simpson, Thacher & Barnum; Simpson, Thacher, Barnum & Bartlett, and Simpson, Thacher & Bartlett.

Mr. Thacher was actively engaged in important work dealing with railroad foreclosures and reorganizations, and in the preparation of new business consolidations. In the organization of the Brooklyn Union Gas Company, the American Smelting and Refining Company, the Republic Iron and Steel Company, the American Sheet Steel Company, the American Steel Hoop Company, the American Car Company, the American Locomotive Company, the Railway Steel Spring Company, and other large consolidations, the legal work was largely done by him.

A brief review of some important cases in which he figured is necessary to give an idea of Mr. Thacher's truly remarkable activity in his profession. Among them was the well known Hocking Valley case, submitted originally to the determination of James C. Carter, of New York, and Lawrence Maxwell and E. W. Kittridge, of Ohio. In the cases of Gale against the Chase National Bank, and Ward against the City Trust Company, he went to the foundation of the rule that the presumption of authority of a corporate official ceases when the transaction in which he acts for the corporation discloses an interest of his own. In the American Tobacco Company case, Mr. Thacher filed a brief in the Supreme Court of the United States upon the fundamental question involved. He concisely and convincingly combated the proposition that the prior decisions of the Supreme Court necessitated a determination that any restriction or limitation of competition was an unlawful restraint of trade under the Sherman Act. Mr. Thacher had maintained for years that the Supreme Court of the United States must ultimately adopt as the test of the lawfulness of an association of men the effect

of that association and the acts done under it upon the public interest, and that a negligible restraint of competition could not condemn an otherwise useful association. The United States Supreme Court finally accepted this view. In the case of Russel against the American Gas and Electric Company he helped to clarify the law as to the right of holders of preferred stock to share in the stockholders' "right of pre-emption" in new issues of stock. In the American Smelting and Refining Company against Colorado in the United States Supreme Court, the Court followed Mr. Thacher's contention that a State statute requiring a corporation to pay consideration for a license to do business within a State, and the corporation's compliance therewith, precluded the imposition of further burdens upon corporations for the right to do business in that State. He loved brevity, and his papers were prepared in disregard of forms which had been used before.

Mr. Thacher was a Republican, and was a member of the University, Yale, Century, City, Midday and Railroad Clubs of New York, and of the Graduates' Club of New Haven. He was president of the Yale Alumni Association, in New York, from 1895 to 1897, and of the New York Yale Club from 1897 to 1904. He was president of the University Club from 1913 to 1918. He was a member of the Alumni Fund Association, and of the Alumni Advisory Board. He was vice-president of the New York City Bar Association from 1907 to 1909.

He attended all of his Yale class reunions except that of 1906, when he was detained in New York by the trial of an important case. His devotion to the interests of Yale was one of the leading factors of his life. In college he had been a member of Delta Kappa, Phi Theta Psi, Psi Upsilon, Brothers in Unity, Skull and Bones, and had won the key of Phi Beta Kappa.

He was considered an authority on corporation laws. His writings include "Construction," Yale Law Journal; "Corporations at Home and Abroad," Columbia Law Review, June, 1902; "Incorporation," Yale Law Journal; "Federal Control of Corporations," Yale Law Journal; "Limits of Constitutional Law," Yale Law Journal; address on "Yale in Relation to the Law," delivered at the Yale bi-centennial; address on "Referendum to the Courts of Legislation," before the New York State Bar Association, June, 1903; "Corporations and the States," Yale Law Journal, December, 1907; "Legislation by Commission," North American Review, April, 1907; "Corporations and the Nation," Yale Law Journal, February, 1909; "Corporate Powers," Columbia Law Review, March, 1909; "New Tariff and the Sherman Act," North American Review, April, 1909.

He received the degree of LL. D. from Yale University in 1903. Mr. Thacher was a pioneer in the development of Watch Hill, Rhode Island, and maintained his summer home there for many years.

He married, December 1st, 1880, Sarah McCulloh Green, daughter of Ashbel and Louisa B. Walker, of Tenaflly, New Jersey. Mr. and Mrs. Thacher had four children: Thomas Day Thacher, Mrs. Theodore Ives Driggs, Mrs. Lewis Martin Richmond, and Miss Elizabeth Thacher.

Mr. Thacher died July 30th, 1920. He was a great lawyer and a great citizen. He was genial and kindly, warm hearted, frank, sympathetic, always giving more than he received. In his forty-five years at the Bar he saw a great transformation in the economic life of the country, and he played a large part in the analysis of the law, applicable to these ever-changing conditions.



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H. C. CHRISTIANSON

## Harry Conrad Christianson



**HARRY CONRAD CHRISTIANSON** was born in New York City, February 7th, 1868; son of Ernest Lauritz Anton and Anna Christine Narvasen Christianson. His father came to New York from Aalborg, Denmark, in November, 1859, and for more than thirty-five years has been connected with the Massachusetts Mutual Fire Insurance Company. He was made Knight of Danneborg by King Frederick VIII., September 10th, 1907.

His ancestors were prominent in the affairs of Denmark. In the fifth century, Peder Aagesen Torup, freeholder, of Simested, Denmark, married Gertrude Pedersdatter. Their son, Mogens Pedersen, freeholder, of Skindrup, Denmark, married Kirsten Krestensdatter. Their son, Jep Mogensen, freeholder, of Simested, Denmark, married Karen Uielsdatter. Their son, Niels Jepsen (or Jacobsen) born 1556, died 1624, mayor of Randers, Denmark, married Maren Pedersdatter Lassen. Their son, Soren Nielson Hoffman, born 1600, died 1649, court physician to King Christian IV. He was named for his mother's first husband, an Englishman, of the name of Howman. He married Gertrude Pedersdatter. Their son, Thoger Hoffman, born 1648, died 1692, proprietor of Gunderupsaard, married Karen de Hemmer. Their son, Soren Hoffman, born 1688, died 1771, en-nobled January 29th, 1749, "de Hoffman," chancellor of justice, proprietor of Skerrildgaard, married Karen Elizabeth Dreyer. Their son, Jane de Hoffman, born 1716, died 1785, proprietor of Kaasgaard, judge of the Supreme Court, mar-

ried Ingeborg Bjerring. Their daughter, Karen Elizabeth de Hoffman, born 1747, died 1821, in 1767 married her cousin, Captain Ernest Halchius, later Lieutenant-Colonel, who was born 1743, died 1806; en-nobled November 15th, 1780, with the name "de Hoffman." In 1767 he purchased Aabjergsgaard, in Vedderso Parish, and in 1800 he sold this place and removed to Viborg. They had twelve children, of whom the youngest, Matthias de Hoffman, was born October 20th, 1782, at Aabjergsgaard, died March 23rd, 1829, in Aalborg. He was a merchant in Aalborg. In 1810 he married Charlotte Catherine Deichman, born December 23rd, 1788, died June 2nd, 1823, in Aalborg. She was a daughter of Hendrik Deichman, a merchant, of Aalborg, and was born 1747, and died 1797. Of their seven daughters, Ernestine Henriette de Hoffman, was born April 10th, 1812, in Aalborg, died July 15th, 1853, in Copenhagen; married, November 28th, 1834, as second wife, Jens Christian Christiansen, born May 5th, 1796, died August 14th, 1860, in Copenhagen. Proprietor of Kearsmolle. His first wife was Caroline Annette Winkel, who died 1833, and their son was Ernest Lauritz Anton Christianson.

Harry Conrad Christianson received his education in the public schools of New York City, and at the College of the City of New York. After leaving college he became associated with the firm of H. L. Hobart & Company. In a short time he was made a partner in the firm, and later on acquired the controlling interest and changed the name of the firm to H. C. Christianson & Company, jobbers and dealers in sugar.

His career in the sugar business extended over a period of thirty-five years, and during that period he made and retained many real friendships, as his personality was

such that he readily attracted cordial relations at once. Mr. Christianson was one whose opinion and ideas were much sought after, as his experience in sugar was wide and varied, and practically covered all branches of the industry. In the fullness of his experience in sugar—manufacturing as well as commercial—he was always generous with his advice and counsel, and many firms have often profited by his knowledge of sugar conditions.

During the difficult conditions of the sugar market, following the World War, he was called upon by buyers and sellers to arbitrate questions of rates and contracts, and its excessive labors in this regard are believed to have brought on his fatal illness. He was a close friend and associate of H. O. Havemeyer. Mr. Christianson had been for a number of years a resident of Ridgewood, New Jersey.

During the activities of the World War he was particularly patriotic, not only in a financial way in furthering the activities of the village authorities at a time when the village was apparently facing a serious situation without financial means to meet it, but also his contributions to associations connected with the war's activities, and also to the citizens as individuals, through whose assistance the distribution of approximately twenty-five thousand pounds of sugar was made possible at a time when the article was beyond the reach of the average household.

He was always willing to help in a financial way institutions which he felt were worthy of assistance, and his financial assistance to individuals was handled in such a manner that their benefactor was unknown to them.

He was a prominent member of the Masonic fraternity.

He married, June 24th, 1890, Harriette Grace Lewis,

daughter of William Bartlett Lewis, and Clara Dewey Arrell, who is the daughter of the late Reverend John and Clarette Dewey (Sherman) Arrell, all of New York City. She is a member of the Society of the Mayflower Descendants in New York State, and of the Daughters of the Revolution, being descended from Philip Sherman, the first treasurer of Rhode Island, on the maternal side, and from Robert Cushman, Isaac Allerton and Colonel Leonard Lewis on the paternal side.

Mr. Christianson died November 17th, 1920. He won his own way to success by his broadness of vision, his constructive policies, and his genius for business development. He was kindly, lovable, gracious. He had charm of manner and voice, and infinite tact. He liked men, and men liked him. No appeal to his fairness or generosity found him unresponsive. He delighted in a quiet helpfulness to the individual and an unobtrusive service to the community. In his death the sugar trade loses one whom it will be hard to replace, and to many of the trade his death cannot be felt as other than a deep personal loss.

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Julien I. Stanley



## Julien Tappan Davies



**JULIEN TAPPAN DAVIES** was born in New York City, September 25th, 1845; son of Henry E. and Rebecca Waldo Tappan Davies. He was descended from Robert Davies, of Gwysang Castle, high sheriff of Flintshire, who was descended from Cymric Efell, Lord of Eylwys Eyle, in the Thirteenth Century.

The first American ancestor, John Davies, came to this country from Kinton, Hertfordshire, in 1735, and settled in Litchfield, Connecticut. He was one of the founders and benefactors of St. Michael's Church. On his maternal side he traces his descent to the Quincys, Salisburys, Wendells, the famous Anneke Jans, and to John Hull, the master of the mint and treasurer of Massachusetts, who coined the pine tree shillings. The first of the Tappan family in this country, Abraham Tappan, came to America in 1630. Benjamin Tappan and John Foote were both Revolutionary soldiers, and Arthur and Lewis Tappan were prominent in the abolition movement.

Henry E. Davies was long prominent in public life. He was an alderman in 1840, corporation counsel in 1850, justice of the Supreme Court in 1856, and in 1860 a judge and afterward chief justice of the Court of Appeals.

Julien Tappan Davies was educated at Mount Washington College Institute, the Walnut Hill School, Geneva; the Charlier Institute, and was graduated from Columbia College with the B. A. degree in 1866, and A. M. in 1869, and from the Columbia College Law School with the degree of LL. B. in 1868.

During the Civil War he enlisted, with his brother, William G., in the Twenty-second Regiment of the National Guard of the State of New York, and was mustered into the United States Army in June, 1863, and served in the Pennsylvania campaign of that year.

His preceptor in the law was the Honorable Alexander W. Bradford, and in 1867 he formed a partnership with Richard M. Harrison. In 1884 he succeeded David Dudley Field, as general counsel of the Manhattan Railway Company. The conduct of the Manhattan Railway Company involving damages claimed by property owners for deprivation of or injury to their rights of light, air and access, and extending over a period of more than twenty years, was the most extensive litigation on a single subject in the history of the law. One of the most important land marks in this litigation was the victory of the railway company won by Mr. Davies in the famous Story case, decided by the New York Court of Appeals.

When the firm of Grant & Ward failed, he was made assignee and afterwards receiver. He was one of the organizers of the Title Guarantee and Trust Company, in 1881, and served as its vice-president for two years.

He won much distinction among his colleagues by his compilation of the statutes relating to taxation and assessments, which he prepared for the Senate Committee on Taxation and Retrenchment. He held the office of president of the Tax Reform Association of New York. He was senior member of the firm of Davies, Stone & Auerbach, afterwards Davies, Auerbach & Cornell, and was general solicitor for the Mutual Life Insurance Company, 1905-6. He assisted, in 1871, in forming the Young Men's Municipal Association, and was chairman of the Executive Committee of the Campaign of Judge Scott for Mayor of New York City.

He was president of St. David's Society, the Columbia College Alumni Association, and one of the vice-presidents of the Association of the Bar of the City of New York. He was a trustee of the Mutual Life Insurance Company, the Title Guarantee and Trust Company, the Bond and Mortgage Guarantee Company, and the Saint George School at Newport, Rhode Island. He was a member of the American Bar Association, the New York State Bar Association, Association of the Bar of the City of New York, New York Historical Society, American Geographical Society, the Board of Managers of the Foreign and Domestic Missions Society of the Protestant Episcopal Church, and the James Monroe Post, Grand Army of the Republic. He was a member of the Union League, University, Metropolitan, Southside Sportsmen's, Church, Riding, City, New York Yacht, and Tuxedo Clubs.

He married, April 22nd, 1869, Alice Martin, daughter of Henry Hull and Anna Townsend Martin, of Albany, New York. They had six children; one daughter survives, Mrs. Archibald Gourlay Thacher.

Mr. Davies died May 6th, 1920. He possessed force, a superior intellect, and purity of character. His great usefulness in many fields made the world his debtor. He adorned and en-nobled the American Bar.

## Eben Dyer Jordan



**BEN DYER JORDAN** was born in Boston, November 7th, 1857; son of Eben Dyer and Julia Clark Jordan. He was descended from the Reverend Robert Jordan, who came from England to this country in 1640, and settled at Spurwink, Cumberland County, Maine. His father was a noted merchant; one of the founders of Jordan, Marsh & Company, and a public spirited citizen.

Eben Dyer Jordan attended Phillips School, and was prepared for Harvard at the Adams Academy. He then made his first tour abroad by way of rounding out his education. Upon his return he entered Harvard College, in 1876, as a member of the class of 1880—now famous as the Theodore Roosevelt Class. He was made captain of the Freshmen eleven, and when the Harvard 'varsity eleven played McGill University, of Montreal, Captain Jordan, while yet a freshman, played on the 'varsity team and won his "H."

After leaving college he entered his father's mercantile house as a clerk, and was soon advanced to foreign buyer. In this latter position he acquired a thorough and comprehensive knowledge of the world's markets. In 1880 he was made a member of the firm, and in 1895 he became the head of the house of Jordan, Marsh & Company.

Mr. Jordan from childhood had been a lover of art, and his collection of paintings is among the finest in the United States. Among his most treasured pictures was one he purchased with his own savings when he was sixteen years old.

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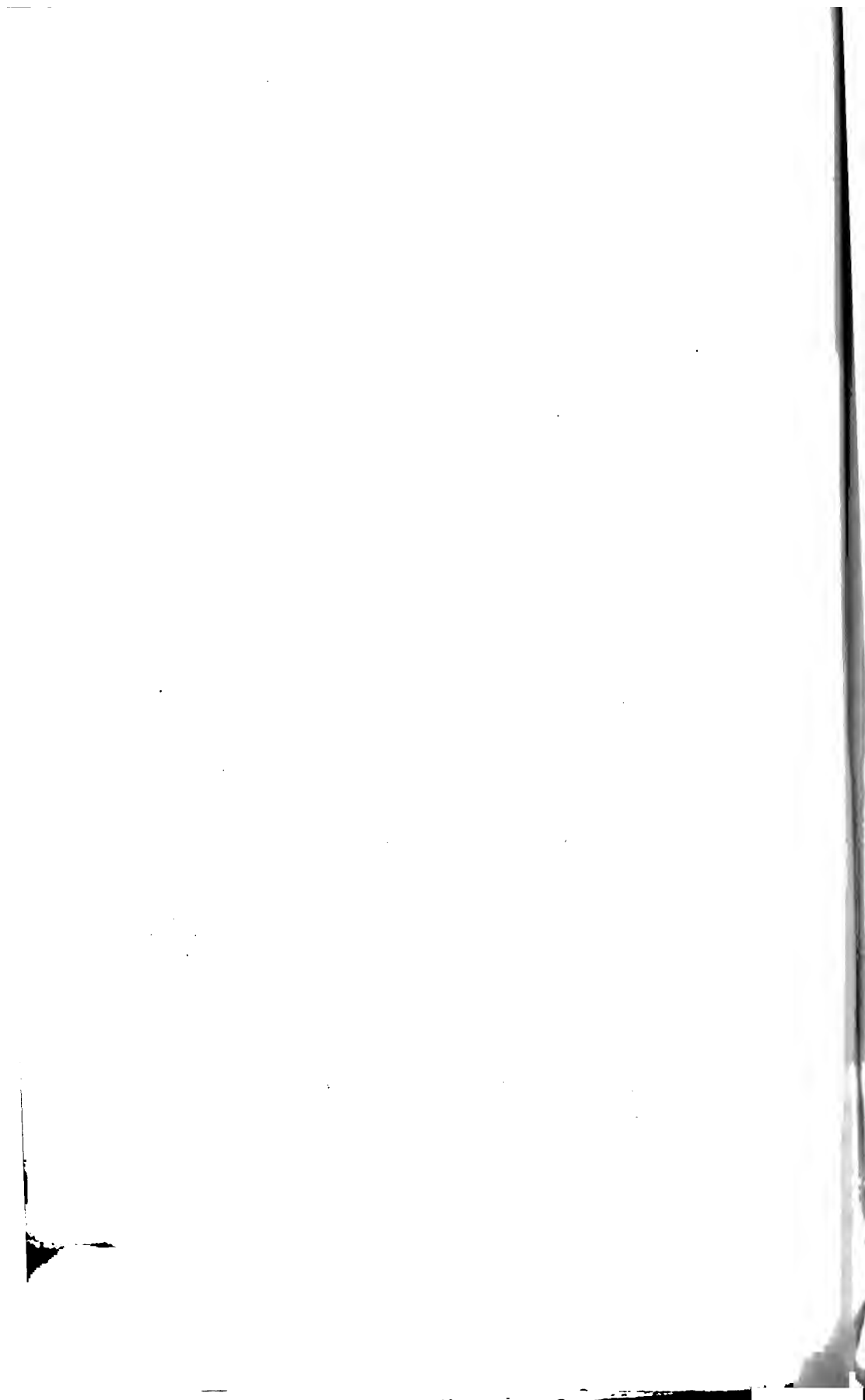
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*Eben D. Jordan*



One of the keenest disappointments of Mr. Jordan's life was the failure of his efforts to make Boston one of the grand opera centers of America. He expended a fortune in the construction of a magnificent opera house in the Back Bay and financed the organization of an opera company composed of the best artists of the world, but after several seasons the company was forced to abandon the undertaking.

Mr. Jordan was responsible for the establishment of the New England Conservatory of Music, of Boston, and until it was able to become self-supporting was its financial sponsor. He was also a director of the Metropolitan Opera Company, of New York, and an honorary director of the Royal Opera, London.

Mr. Jordan was a lover of fine horses; he imported and bred some of the best horses of the hackney type in America. He became one of the leading exhibitors at the horse shows in Boston, New York, Philadelphia and Chicago. The pre-eminence of his entries was attested by his collection of blue ribbons and other trophies, numbering over twelve hundred. In the gentlemen's classes he drove his own entries and displayed a fine quality of horsemanship.

Mr. Jordan was a great hunter, and to gratify his fondness for shooting under the most ideal conditions, he leased, in 1895, Inverary Castle, on Lock Tyne, Scotland, the historic abode of the successive dukes of Argyll. Here, amid the wraiths of the old Campbell chieftains, he entertained his friends during the hunting season. Subsequently, after a season at Glencoe House, in 1911, the property of Lord Strathmore, Mr. Jordan leased Drummond Castle, at Crieff, for two seasons. In 1913 he leased Invercauld Castle. Another favorite sporting resort was

the Santee Club, situated at the mouth of the Santee River, in South Carolina. Mr. Jordan was the original Boston member.

He was one of the owners of the "Boston Globe," and director of the Boston Dry Goods Company. He was a member of the Essex County, Art, Country, Santee, Algonquin, Eastern Yacht, Puritan, and Exchange Clubs.

He married, November 23rd, 1883, May Sheppard, of Philadelphia, and had two children: Robert Jordan and Mrs. Monroe Douglas Robinson.

He died August 1st, 1916. Endowed with a wonderfully attractive and commanding personality, Mr. Jordan had the gift of winning the affection of his great army of employees and the esteem of all who met him. The universal range of his information, the clarity and decisiveness of his views made even those who met him but casually feel that they were in the presence of a leader of men. A truly versatile sportsman, Mr. Jordan was able to reserve a part of his time to be devoted to the wholesome outdoor sports in which he loved to participate. His was a full and busy life.







Luther Moniz

## Luther Kountze



UTHER KOUNTZE was born at Osnaburg, near Canton, Ohio, October 29th, 1841; son of Christian Kountze, who was born at Burkersdorf, Saxony, April 5th, 1795, and died January 24th, 1866, and of Margaret Zerbe, born at Osnaburg in 1807, and died February 23rd, 1887. His mother was a daughter of Jacob Zerbe of old Dutch stock. The family came to this country in the late Seventeenth and early Eighteenth Centuries, from Palatinate and Alsace. The name was originally spelled sixteen different ways, such as "Sevier," "Sarva," etcetra. Like the Huguenots, the Palatines, and many Alsatians, brutal treatment caused their removal to Holland and London, and finally to America. The records show they were volunteers, in 1701, in the expedition against Montreal for the defense of Albany, N. Y. John Penn contemplated, upon returning from Europe, to give them title to property in Pennsylvania, but as his plans failed, in his absence, his son, James Penn, in 1732, gave them title to lands in Berks County, from which county Schuylkill County was formed afterwards. The records also show that members of the family fought through all of the Indian and Colonial, as well as the French and Revolutionary Wars, and many members of the family taking the oath of allegiance in 1777. Jacob Zerbe married Barbara Schaeffer, who came from Palatinate, arriving in this country via Holland and England, in 1738, on the ship "Robert and Alice." The first of the family in this country was Alexander Schaeffer. The Schaeffer family, like the Zerbe family, was prominent in

the development of Lebanon County for more than one hundred years.

Christian Kountze was the son of Johann Michael Kountze, who was judge in his native town in Saxony, to which position he was elected for life. The family had been prominent in the establishment of the Reformation of 1524, and a number of them had been ministers of the Lutheran Church. The last surviving member of the family in Germany was a college professor in the city of Meerana, Saxony.

Christian Kountze learned the trade of lace weaver, serving from his fourteenth to his seventeenth year as an apprentice in his trade, when, according to an old custom, he went forth as a journeyman weaver, traveling in the principal cities, such as Vienna, Berlin, Dresden and Copenhagen, Denmark. In 1816 he came to the United States. For a number of years he worked at different lines of business, later settling in Pittsburgh, where he opened a store. Working further West, he finally settled in Osnaburg, in 1824, where he married Margaret Zerbe. He was a man of the strictest integrity, and would never permit an employee to do anything that was not absolutely upright. His word was as good as his bond, and he raised his family on the same principles of integrity and industry. The people of the community in which he lived had such confidence in him that when they had money for safe keeping or deposit they would entrust it to him without even taking a receipt. In this way he handled large sums of money, which he returned with interest, and by the skilful use of this money he laid the foundation for establishing his family, which was a large one, in comfortable circumstances.

Luther Kountze, in 1857, went to Omaha, Neb., where he and his brothers, Augustus and Herman, established the house of Kountze Brothers. This house subsequently became, and still is, the First National Bank of Omaha, being one of the oldest and strongest banks in Nebraska.

Believing that a bright future was in store for those who went further West, he left Omaha in 1862, and was one of the first pioneers in Colorado, where he traded in gold that was being dug out of the mountains of Colorado. The same year he started a bank in Denver, and another in Central City. His plan was to buy gold and store it and exchange it for currency, always having in mind general banking principles, which seemed to be inherent in the four brothers. During the great fire in Denver, April 19th, 1863, he was instrumental, with Henry M. Porter, who occupied the office with him, in rendering great assistance to the people of Denver.

In the same year, Charles B. Kountze, a younger brother, joined him, becoming a full partner. The Colorado National Bank was organized the same year, with Luther Kountze as president, Joseph H. Goodspeed, vice-president, and Charles B. Kountze, cashier. The Colorado National Bank today, like the First National Bank of Omaha, is one of the strongest institutions in the West, and is still controlled by the family.

In 1866, Luther Kountze went to Europe for a more intimate study of finance and banking, spending his time in Paris and London. He remained abroad a year, interesting himself, not only in banking, but in matters of art and fox hunting. Returning to Denver he began to build the Denver Pacific Railway. Soon after this he left Colorado for a wider field in the East, leaving Charles B.

Kountze as president of the Colorado National Bank, which position he held up to the time of his death. Coming to New York he opened an office in Wall Street and started business under the name of Luther Kountze, banker, in 1868, making a study of, and dealing in bonds and securities.

The system on which the House of Kountze was based was unique. All four brothers were free to act in their own field, the other brothers automatically becoming partners. Luther Kountze cut out a new field for himself, but the other brothers, whether they believed in the new work or not, were pledged to become partners, each one sharing in the profits and losses. It is a remarkable trait that all four brothers, during their lives, never had a dispute concerning financial transactions, their theory in business being to trust each other, and each to work for the interests of all. They never had a written agreement between them during their lifetime.

Augustus Kountze removed to New York in 1870, joining Luther Kountze, when the firm of Kountze Brothers was established in New York. In the meantime Herman Kountze, of Omaha, and Charles B. Kountze, of Denver, continued their work of industrial development. The firm of Kountze Brothers continued in business, two sons of Herman Kountze moving to New York and becoming partners. Barclay Ward Kountze, the elder son of Luther Kountze, died August 29th, 1901, and at the time of his death was a member of the firm. Lieutenant-Colonel de Lancey Kountze, the younger son, was a member of the firm until he entered the service of the United States Army, in April, 1917, when he retired.

Mr. Kountze was a generous patron of the arts, and one of the founders of the Metropolitan Opera House

Company, being a director and stockholder up to the time of his death; also being the first treasurer. He was a director of many institutions, among them being the National Bank of Commerce, the United States Mortgage and Trust Company and the International Banking Corporation. He was deeply concerned in the future development of coal properties, and for many years was interested in coal lands in both Virginia and Kentucky. He was a member of the Union and Metropolitan Clubs, of New York, and was associated with hunting and country clubs, such as Tuxedo, Westchester and Meadowbrook. He took many trips to Europe, and was a great lover and connoisseur of paintings, tapestries and other objets d'art. He was especially interested in early American history, leaving a rare collection of Americana and Washingtonia letters, prints, furniture and furnishings.

In 1875 he married Annie Parsons Ward, daughter of Montagnie and Susan Barclay Ward, a descendant of Cadwallader Colden and James de Lancey, one of the last of the Colonial governors in America. Mrs. Kountze's family was connected, in the earliest colonial days, with the government and administration of New York State, being related to practically all of the prominent families of the early days in the history of this country. Luther Kountze's eldest son, Barclay Ward Kountze, was born in Paris, November 27th, 1876, and died August 29th, 1901. His son, de Lancey, was born in New York, July 23rd, 1878. Helen Livingston Kountze, who married Robert L. Livingston, was born August 14th, 1881, and died February 5th, 1904. Anne Ward Kountze, now Mrs. Williams Burden, was born March 17th, 1888. Luther Kountze moved to New Jersey in 1881, where he built his home near Morristown, laying out the place along the lines of a great English estate. He died April 17th, 1918.

## Howard Taylor



HOWARD TAYLOR was born in New York City, November 23rd, 1865; son of Henry Augustus and Catherine Osborn Taylor. The first of the family in this country, William Taylor, set sail from England with his brother-in-law, John Coultman, for the Barbadoes, in 1633. About ten years later they removed to the Colonies and were established in Weathersfield, Connecticut, before 1648.

His great grandson, John Taylor, moved down the Connecticut River to Portland, in 1721, to the land which has been the home of the Taylors ever since, and where Mr. Taylor is buried. The various members of the Taylor family have rendered distinguished service to their country, and in their different localities have been a great force for good.

Howard Taylor was graduated from Harvard University with the degree of A. B., in 1886. While in college he was business editor of the Harvard "Crimson," and took an active part in athletics. He won the National tennis championship, in doubles, at Newport, in 1888. He was admitted to the Bar of New York in 1888. In 1891 he became junior partner in the firm of Hornblower, Byrne & Taylor; and in 1899 he became the head of a firm which is now Taylor, Jackson, Brophy & Nash.

He entered into the work of his profession with characteristic energy and enthusiasm, and for several years led the life of a busy and rising lawyer, being much in the courts. With the growth of the business of his firm, and his association with the large financial interests, he became



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Howard Taylor



known as a business lawyer, acting in an advisory capacity, and occasionally as a negotiator.

He was, in the best sense of the word, a lawyer free from the taint of commercialism. To him the profession was an art. A legal problem fascinated him in much the same way that the finer touches of the painter's brush appeal to the connoisseur. In short, its intrinsic merit meant more to him than the mere question of result. He was equally at home in the trial of a cause, or the argument of an appeal. He was always thoroughly prepared. His learning was profound and immediately available, and few lawyers had a more accurate knowledge of the law.

In dealing with property and the business of large institutions, there is constant need to interpret charters and statutes, to understand trusts and contracts, to apply the laws of property and of corporations, and in this work Mr. Taylor displayed great knowledge and skill. The letter of the law did not circumscribe his interest in the problems he was called upon to solve. The immediate question was always presented to his mind against an enlightening background of philosophic understanding. Effects interested him as deeply as processes; he was not one of those to whom an apparent advantage quickly achieved obscures remoter and secondary consequences. His trained curiosity and insatiable desire for knowledge prevented him from the easy acceptance of cut and dried opinions and led him to fruitful excursions in original investigations. He became known as forceful in his argument of cases, and of high repute as an authority upon corporation and commercial law.

He had a successful part in much notable litigation, such as the Fayerweather will case; Joseph Richardson will case; the Pennsylvania Sugar Refining Company

against the American Sugar Refining Company; the United States Government against Walsh, and the Vanderbilt Estate against Erdmon. He also was counsel for the "New York World."

Mr. Taylor was a member of the Union, Century, Metropolitan, Riding and Down Town Clubs, of New York City; the Metropolitan of Washington; and of the Bar Association of New York City, the American Bar Association, the New York State Bar Association, and the Sons of the Revolution.

He married, at Goshen, New York, in 1892, Gertrude Barnard Murray, and had three children: Mrs. Gouverneur Morris Carnochan, Geoffrey and Murray Taylor. Both sons served with distinction in France with the American Army during the World War.

Mr. Taylor died November 26th, 1920. He achieved the most brilliant and distinguished success. His discussion of constitutional questions strengthened the foundations of our free institutions. The reports of causes argued by him supported the judgment of those who heard or read the arguments that they exhibited a wide range of sound learning, extraordinary discrimination, capacity to divine crucial questions, and power of effective presentation. He was never uninteresting; his wit and humor never obscured or belittled his serious thought; his manner was dignified and courtly, but perfectly simple and unaffected. He possessed something that character and intellect do not always give—he had distinction; and above all, he had charm.





*Francis Lynde Stetson*

## Francis Lynde Stetson



**R**ANCIS LYNDE STETSON was born at Keeseville, Clinton County, N. Y., April 23rd, 1846; son of Lemuel and Helen Hascall Stetson. He was a descendent of Robert Stetson, who came from Kent, England, in 1634, and settled in Scituate, Massachusetts. He was Cornet of the first "Troop of Horse," in 1658.

Lemuel Stetson was eminent as a lawyer, jurist, State legislator and Congressman. He served three years in the Assembly and was Representative in Congress from 1843 to 1845. He was County Judge of Clinton County from 1847 to 1851.

Francis Lynde Stetson was educated in the public schools of Plattsburg, and at Williams College, from which he was graduated in the class of 1867. He studied law at Columbia University, and in 1870 began practice with his uncle, William S. Hascall. His readiness in making friends, and his skill in the management of his business attracted the attention of William C. Whitney, who made him Assistant Corporation Counsel while Mr. Whitney was at the head of the city's legal department.

He left the Corporation Counsel's office to become a partner in the notable firm of Bangs & Stetson. Francis M. Bangs was one of the leading lawyers of New York City. It was Mr. Stetson who advised J. P. Morgan when the latter made his famous loan to the Government. He became the intimate friend and personal counsel of the late J. P. Morgan, as well as of the present head of the Morgan banking firm. The firm of Stetson, Jennings &

Russell is the successor of the firm of Bangs & Stetson.

Mr. Stetson was organizer of the United States Steel Corporation, and had been its general counsel from its inception. He was also general counsel for the Northern Pacific Railway Company, the International Mercantile Marine Company, the Erie Railroad, the United States Rubber Company, the Southern Railway, and some years ago handled the reorganization of the Philadelphia and Reading.

His first appearance in politics was during the Tilden-Hayes contest, in 1876. He was selected to handle what was known as the "Florida returns" end of the Tilden fight, and he prepared the papers in the Florida case for the tribunal that passed on the contest. Mr. Stetson's interest in politics continued after this contest ended, but was always outside the ranks of Tammany, and he was at sword's point at all times with the leaders of Tammany Hall. He was one of the leaders of the "Cleveland Democracy." Mr. Cleveland joined the law firm of Stetson, Jennings & Russell at the end of his first term as President. When Mr. Cleveland was re-elected President later, he urged Mr. Stetson to join his official family in Washington, but he declined. However, he was the real Cleveland leader in New York State during the administration, and it was through him that much of the Presidential patronage was dispensed. Before Mr. Cleveland was President, Mr. Stetson was his friend and political adherent.

Mr. Stetson was senior warden of the Church of the Incarnation of this city, and had been a delegate to every Protestant Episcopal convention for many years. He was a trustee of the General Theological Seminary. It was Mr. Stetson who framed the canon on divorce and marriage of the Episcopal Church.



He had been president of the New York State Bar Association and the Bar Association of the City of New York. He had also been president of the Alumni Association of the School of Law of Columbia University, and of the Alpha Delta Phi Club of this city. He was also a member of the Phi Beta Kappa Fraternity. His clubs were the Century, University, Metropolitan, Tuxedo, Downtown, Riding, Reform, Grolier, Church and Democratic. He was a member of the Williams College Board of Trustees, and a devoted alumnus of the college, having missed no commencement up to the year of his last illness; of the Dunlap Society, the New England Society, the Metropolitan Museum of Art and the American Geographical Society. He was also a director of the New York Botanical Gardens, and president of the Stetson Kindred of America. His charities were bountiful, and but few persons, save those who benefited, ever knew of them.

In addition to his connections as general counsel at the time of his death, he was a director of Erie Railroad, the Chicago and Erie Railroad, the Niagara Development Company, the New York, Susquehanna and Western Railroad. He had been a director of the Alabama Great Southern Railroad, the Buffalo, Bellevue and Lancaster Railway, the Buffalo Railway, the Cincinnati, New Orleans and Texas Railway, the Crosstown Street Railway, the Niagara Falls Power Company, the Niagara Junction Railway, the South Carolina and Georgia Railway, the Southern Railway Company, in Kentucky; the Southern Railway, in Mississippi. He had also been first vice-president of the Cataract Construction Company.

He married, June 26th, 1873, Elizabeth Ruff, of Rahway, N. J. In 1917, Mr. Stetson adopted as his daughter, Margery H. Lee, daughter of Alfred Lee, of Germantown,

Philadelphia, and granddaughter of Bishop Lee, the Protestant Episcopal Bishop of Delaware.

Mr. Stetson died December 5th, 1920. He was one of the leading lawyers of the country, and but few men of his generation have exercised a more potent influence in New York. Entirely without the aid of office he acquired universal recognition as a great public character, and a significant figure in the public life of his time.

# Index

| Page                            | Page                            |
|---------------------------------|---------------------------------|
| Adams, Charles Henry..... 65    | Lawrence, Henry Corbin..... 22  |
| Baker, William Henry..... 96    | Lowell, Percival .....128       |
| Barrett, William Emerson... 12  | McCook, Anson George.....185    |
| Bedlow, Henry .....171          | McCullough, John G. .... 27     |
| Bennett, James Gordon.....133   | McCutcheon, James .....103      |
| Bickford, Llewellyn Marr...154  | McWilliams, Daniel W. .... 59   |
| Blakelee, George Elmer..... 78  | Mitchell, James .....166        |
| Bourne, Frederick Gilbert... 86 | Morgan, John Pierpont.....124   |
| Bradley, John Henry.....196     | Morris, Francis .....173        |
| Brewster, Samuel Dwight ...207  | Nelson, Stuart Greenleaf....112 |
| Carnegie, Andrew..... 38        | Nichols, John White T. .... 84  |
| Christianson, Harry C. ....213  | Olney, Richard ..... 90         |
| Cochrane, Alexander.....163     | Peary, Robert Edwin .....139    |
| Cragin, Edwin Bradford..... 72  | Peene, Joseph..... 83           |
| Curtis, Samuel Stephen.....144  | Plunkett, Theodore R. ....180   |
| Davies, Julien Tappan.....217   | Plunkett, William B. ....176    |
| DeLamar, Joseph R. .... 35      | Plunkett, William C. ....179    |
| Donnelly, Charles Francis... 81 | Quincy, Henry Parker..... 94    |
| Douglas, William Proctor...119  | Ripley, Edward Hastings.... 56  |
| Dyer, Elisha ..... 9            | Sargent, Andrew R. ....137      |
| Eger, Theodore G. ....108       | Schmidlapp, Jacob G. .... 69    |
| Evans, William Thomas ....106   | Sewall, Henry Foster .....156   |
| Fearing, George Richard.... 54  | Shepard, Frederick M. .... 88   |
| Frick, Henry Clay..... 47       | Stephens, James Brown .....101  |
| Gardiner, John Lyon ..... 198   | Stetson, Francis Lynde.....231  |
| Gautier, Dudley Gregory....110  | Stone, Isaac Frank .....122     |
| Hall, Jonathan Prescott.....169 | Tailer, Henry Pennington...114  |
| Hallenback, Harry Clay.... 74   | Tailer, William Hallett ....115 |
| Halsey, Francis Whiting.... 30  | Taylor, Howard .....228         |
| Harmon, Benjamin Smith... 99    | Thacher, Thomas .....209        |
| Holbrook, Edward ..... 15       | Thayer, Bayard ..... 5          |
| Holden, Edwin Babcock.... 25    | Thorne, William V. S. .... 33   |
| Hunter, Arthur Middleton...116  | Vatable, Auguste .....121       |
| Jennings, Frederic Beach...193  | Wells, William .....189         |
| Jocelyn, Stephen Perry.....151  | Wheaton, James Marwell...158    |
| Jordan, Eben Dyer.....220       | White, Andrew Dickson...203     |
| Kayser, Julius .....118         | White, Joseph Nelson.....160    |
| Kountze, Luther .....223        | Woodbury, Urban A. ....182      |
| Langdon, Woodbury G. .... 67    |                                 |
| Lawrence, Cyrus Jay..... 20     |                                 |

Gardiner, John Lyon.....198



